DRAFT

Public Review Draft Environmental Impact Report
No. GPA22-00001

Pacifica Development Project

State Clearinghouse No. 2022110021

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Prepared for:

CITY OF OCEANSIDE
300 North Coast Highway
Oceanside, California 92054
Contact: Shannon Vitale

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Alexandra Martini

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ALUCP	airport land use compatibility plan
amsl	above mean sea level
APN	Assessor's Parcel Number
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMP	best management practice
Btu	British thermal unit
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalOSHA	California Division of Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CH_4	methane
City	City of Oceanside
CIWM	California Integrated Waste Management
CIWMB	California Integrated Waste Management board
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County	San Diego County
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CWA	Clean Water Act

Acronym/Abbreviation	Definition
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
du/ac	dwelling units per acre
EIR	environmental impact report
EISA	Energy Independence and Security Act of 2007
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
GHG	greenhouse gas
gpm	gallons per minute
GWP	global warming potential
HARP2	Hotspots Analysis and Reporting Program Version 2
HCFC	hydrochlorofluorocarbon
HFC	hydrofluorocarbon
HRA	health risk assessment
I	Interstate
IBC	International Building Code
IFC	International Fire Code
IPCC	Intergovernmental Panel on Climate Change
ips	inches per second
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
kWh	kilowatt-hour
L_{dn}	day–night average noise level
L_{eq}	equivalent noise level over a given period
L_{min}	minimum sound level
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MHCP	Multiple Habitat Conservation Program
MM	Mitigation Measure
MMT	million metric tons
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MT	metric ton
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF_3	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Administration

Acronym/Abbreviation	Definition
NO	nitric oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
Oceanside Subarea Plan	Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan
OFD	Oceanside Fire Department
OPD	Oceanside Police Department
OPR	Office of Planning and Research
OUSD	Oceanside Unified School District
PDP	Planned Development Plan
PFC	perfluorocarbon
PM_{10}	coarse particulate matter; particulate matter less than or equal to 10 microns in diameter
$PM_{2.5}$	fine particulate matter; particulate matter less than or equal to 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppm	parts per million
PPV	peak particle velocity
project	Pacifica Project
PRPA	Paleontological Resources Protection Act
psi	pounds per square inch
PV	photovoltaic
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
Regional Plan	San Diego Forward: The Regional Plan
RFS	Renewable Fuel Standard
RHNA	Regional Housing Needs Assessment
RPS	Renewable Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE-1	Safer Affordable Fuel-Efficient Vehicles Part One
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin

Acronym/Abbreviation	Definition
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas and Electric Company
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLRWRF	San Luis Rey Wastewater Reclamation Facility
SO_2	sulfur dioxide
SO_x	sulfur oxides
SPL	sound-pressure level
SR	State Route
SWPPP	stormwater pollution prevention plan
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCA	Traditionally and Culturally Affiliated
TCR	Tribal Cultural Resource
TDM	transportation demand management
TMDL	total maximum daily load
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQIP	Water Quality Improvement Plan

Executive Summary

ES.1 Introduction

This environmental impact report (EIR) has been prepared by the City of Oceanside (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This EIR has been prepared to evaluate the environmental impacts associated with implementation of the Pacifica Project (project or proposed project).

This EIR is an informational document intended for use by the City of Oceanside, other public agencies, and members of the public in evaluating the potential environmental effects of the project.

CEQA Statute, Section 21002, states that public agencies should not approve projects that would result in significant effects on the environment if there are feasible mitigation measures or alternatives that can mitigate or avoid these effects. This EIR evaluates the environmental impacts associated with the project and discusses the manner in which the project's significant impacts can be reduced or avoided through mitigation measures or feasible alternatives to the project. In accordance with Section 15130 of the CEQA Guidelines, this EIR also includes an examination of the impacts of cumulative development. Cumulative impacts occur when the combined effects of several projects may be significant when considered collectively.

This summary provides a brief synopsis of the project, results of the environmental analysis contained within this environmental document, alternatives to the project that were considered, and major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found throughout the individual chapters within the EIR. Therefore, the reader should review the entire document to fully understand the project and its environmental impacts.

ES.2 Project Description and Location

ES.2.1 Project Location

The proposed site consists of the former Pacifica Elementary School located at 4991 Macario Drive (Assessor's Parcel Numbers [APNs] 122-190-19, 122-190-22, and 157-070-42) and encompasses 14.55 acres (Figure 3-1, Project Location). The proposed project site is located at the corner of Monica Circle and Macario Drive. The project site is bound to the north by single-family homes fronting Claire Drive; to the east by single-family homes fronting Roja Drive; to the south by single-family homes fronting North Redondo Drive; and to the west by open space. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR 78.

The project site has a General Plan land use designation of CI – Civic Institutional. Properties abutting the project site are designated as SFD-R – Single Family Detached Residential to the north, east, and south, and OS – Open Space to the west. Areas in the surrounding neighborhood are designated with various residential designations (SFD-R, MDA-R, MDB-R, and MDC-R), Civic Institutional (CI), Open Space (OS), and various commercial designations (GC, NC, and SC).

The project site is currently zoned as PS – Public/Semipublic. Areas immediately surrounding the site are zoned RS – Single-Family Residential and OS – Open Space. Zoning designations in the surrounding neighborhood also include various residential designations (RS, RM-A, RM-B, and RM-C), PS, Open Space (OS), and various commercial

designations (CG, CN, and CS-L). These zoning designations are described in detail in Section 4.10, Land Use and Planning, of this EIR.

ES.2.2 Project Description

The proposed project would amend the General Plan land use designation to Medium Density Residential (MDB-R) and would amend the zoning to Planned Development (PD). The proposed project consists of development of 164 three-story attached townhomes. Approximately 1.73 acres of the 14.55-acre project site consists of 20- to 30-foot-tall slopes along the northern, southeastern, and western portions of the project site, resulting in a net area of 12.82 acres and a net density of 12.8 dwelling units per acre (du/ac). Of the 12.82 net acres, only 10.23 are proposed for development. The remaining undeveloped areas include natural setbacks to the adjacent open space to the west.

Townhomes would range in size from approximately 1,200 square feet to 1,800 square feet with two, three, or four bedrooms and an attached two-car garage (see building summary below in Table ES-1). Each townhome would include private open space in the form of a patio and/or deck. Common recreational spaces, consisting of approximately 59,460 square feet, would be designed with amenities such as tot lots, an off-leash dog park, pickleball courts, barbecue areas, and a space for a variety of outdoor games.

Table ES-1. Proposed Building Summary

Plan Types	Square Footage	Number of Units	Percentage of Total Units	Floor Plan Type	Private Open Space (square feet)	Garage Spaces[1]
1	1,210	14	9	2 bed/2.5 bath	83	2
2	1,497	76	46	3 bed/2.5 bath	107	2
3	1,791	74	45	4 bed/4 bath	220	2
	Totals	164	100	N/A	N/A	N/A

Notes: N/A = not applicable.
1 An additional 61 spaces (uncovered) would be provided for guest parking.

The proposed residential development would be set back 15 feet from Monica Circle, approximately 74 feet from the northern and southern boundary, and approximately 65 feet from the eastern boundary. The western boundary is bordered by open space, and a habitat setback and stormwater basin would buffer the development from the adjacent open space area. This buffer area would be a minimum of 100 feet.

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. This main entrance would be enhanced with decorative paving, landscaping, signage, and a small publicly accessible pocket park. A secondary driveway for emergency vehicle access only would be provided via an extension of Malaga Drive on the eastern boundary of the project site.

Open Space

A total of approximately 59,460 square feet of common open space is proposed, and a total of 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, pickleball courts, open lawn, a barbeque area, internal trails, and landscaping to help encourage pedestrian connectivity. Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit. A summary of the usable open space areas proposed as part of the project is outlined in Table ES-2 below.

Table ES-2. Usable Open Space

Location of Open Space	Proposed Open Space (square feet)	Required Open Space (square feet)
Common Open Space		
Courtyards, landscape areas, and amenity areas	59,460	24,600
Private Open Space		
Balconies and patios	23,950	Minimum dimension of 5 feet
Total Usable Open Space	**83,410**	**49,200**
Total per Residence (164)	**508 square feet per unit**	**300 square feet per unit**

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. A secondary driveway for emergency vehicle access only would be provided via an extension of Malaga Drive on the eastern boundary of the project site. The proposed residential buildings would be connected by a private loop road within the project site with two internal drive aisles that connect the northern and southern portions of the loop road. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

ES.2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an environmental impact report (EIR) include a statement of the project objectives that "include[s] the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Support the housing needs of the City of Oceanside (City) by developing high-quality, workforce housing that balances density with price points and long-term maintenance costs, such that new homes remain financially attainable to entry-level home buyers
2. Maximize residential densities, to the extent feasible, within proximity to transit, education facilities, commercial uses, and trails to reduce reliance on automobiles and potentially minimize greenhouse gas (GHG) emissions
3. Show sensitivity to adjacent properties, open space, and community amenity areas with appropriate setbacks and orientation of buildings and facades
4. Design the community using compatible architectural styles to the existing neighborhood with a scale and treatment that improve the visual image of the surrounding area
5. Create a highly connected and efficient system of sidewalks and pathways layered with a vehicular circulation system that adequately accommodates traffic and connects to the existing neighborhood
6. Provide well-designed common open space areas that are connected throughout the project site while utilizing current water and energy conservation practices
7. Preserve natural land resources by redeveloping underutilized parcels and promoting infill development to reduce urban sprawl

ES.2.4 Discretionary Actions

The approvals required for the project include a General Plan land use amendment and a change in zoning. The project would be redesignated as a General Plan land use of MDB-R – Medium Density Residential-B (10-15 du/ac), and a zone of PD – Planned Development. The proposed Planned Development District would provide zoning, use regulations, and development standards for future development of the site. A Planned Development Plan (The Pacifica Planned Development Plan) has been prepared in accordance with the City of Oceanside Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as design guidelines that will provide a framework for the specific development of the site.

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Planned Development Plan, General Plan Amendment, Zone Amendment, and Tentative Map Approval. The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies, including the Regional Water Quality Control Board, can use this EIR and supporting documentation in their decision-making process to issue additional approvals.

ES.3 Areas of Controversy

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) published November 1, 2022, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2022110021) to this EIR.

A public scoping meeting was held on November 14, 2022, at 6:00 p.m. at the Mission Branch Library Community Room to gather additional public input. The initial 30-day public scoping period ended on November 30, 2022.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including site access, traffic and circulation, noise, air quality and greenhouse gas emissions, lighting, utility infrastructure and supply, water quality, visual impact, emergency access, and preservation of biological and cultural resources. Public scoping comments regarding the proposed project's potential impact on the environment were evaluated as part of the preparation of this EIR. Consistent with CEQA requirements that an alternative must reduce or avoid a potentially significant project impact and an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

Consistent with CEQA's requirements that an alternative must reduce or avoid a potentially significant project impact and an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

ES.4 Effects Not Found to Be Significant

The project would result in no impact or less-than-significant impacts to the following: aesthetics, agriculture and forestry resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use

and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wildfire.

ES.5 Impacts Determined to Be Significant

Table ES-3 provides a summary of significant project-related impacts pursuant to the CEQA Guidelines, Section 15123(b)(1). Impacts associated with air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources, were identified as significant. However, implementation of mitigation measures would reduce impacts to a less-than-significant level for all identified environmental topic areas.

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
Air Quality			
Impact AQ-1: The project would result in significant impacts related to TAC exposure during construction from construction diesel exhaust emissions	MM-AQ-1	**Tier 4 Interim Construction Equipment.** Prior to the commencement of any construction activities, the applicant or its designee shall provide evidence to the City of Oceanside (City) that for off-road equipment with engines rated at 300 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim or equivalent (i.e., Tier 4 Final or other diesel particulate filter control that achieves equal or increased coarse particulate matter [PM_{10}] exhaust reduction). An exemption from these requirements may be granted by the City if the applicant documents that equipment with the required tier is not reasonably available and equivalent reductions in PM_{10} exhaust emissions are achieved from other construction equipment. The applicant shall be responsible for preparation of a new air quality assessment demonstrating that health risks are below significance thresholds of 10 in 1 million with the revised equipment mix. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in the San Diego region were contacted and that those owners/operators confirmed Tier 4 equipment or equivalent could not be located within the San Diego region. The City shall review the exemption request and provide a determination within 10 business days from receipt of the request.	Less than significant
Biological Resources			
Impact BIO-1: The project would result in potential impacts to migratory birds if construction activities were to occur during the breeding season.	MM-BIO-1	**Nesting Bird Survey.** To avoid any direct impacts to raptors and/or any migratory birds protected under the Migratory Bird Treaty Act (16 USC 703 et seq.) and California Fish and Game Code (3503 and 3503.5), removal of habitat shall occur outside of the nesting season for these species (i.e., outside of February 15 through August 31, annually). If, however, removal of habitat must occur during the nesting period, the proposed project applicant or its designee shall retain a biologist to conduct a pre-construction survey to determine the presence or absence of nesting birds in the proposed area of disturbance, as well as a 500-foot buffer around the project site, to the extent the applicant has access within the buffer. The pre-construction survey must be conducted within 72 hours prior to the start of construction and shall be repeated if construction activities discontinue for more than 3 consecutive days. Impacts to active nests are typically avoided as follows. Clearing and construction shall be postponed or halted within the following buffers to be established by the biologist:	Less than significant

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		(1) no work within 50 feet of a non-listed and non-raptor avifauna nest; and (2) no work within 500 feet of a raptor nest. Raptor nests are not anticipated within the immediate project site due to lack of suitable nesting habitat; however, trees within 500 feet of the project boundary could support raptor nesting. The construction avoidance area shall be clearly demarcated in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas. To the extent possible, the no-construction buffer zones shall be avoided until the nesting cycle is complete. If construction-related activities must take place within an active nest buffer area, the proposed project applicant or its designee shall present a plan to the City with measures to monitor and minimize impacts to nesting birds. No ground-disturbance activities shall occur within the avoidance buffer zone until the qualified biologist has determined that the nest is no longer active and the young are not dependent on the nest.	
Cultural Resources			
Impact CUL-1: Despite no significant archaeological resources being identified within the project site, in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, impacts could be potentially significant.	MM CUL-1	In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected a safe distance from the find. If the new discovery is evaluated and found to be significant under the California Environmental Quality Act (CEQA) and avoidance is not feasible, additional work, such as data recovery, may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City of Oceanside (City) and Native American representatives, if applicable. Ground-disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.	Less than significant
Impact CUL-2: impacts to unknown human remains could be potentially significant.	MM-CUL-2	As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or their authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or	

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
The project would be required to comply with Section 7050.5 of the California Health and Safety Code and would implement the City's cultural mitigation measure MM-CUL-2, which would ensure that any potential impacts to human remains would not occur.		disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code, Section 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected and so consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within 2 working days of being notified if the remains are subject to their authority. If the Medical Examiner identifies the remains to be of Native American ancestry, they shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendant.	
Geology and Soils			
Impact GEO-1: Development of the proposed project would require excavations for building foundations and utilities, and any excavations into the potentially fossil-bearing strata within the Santiago Formation and/or Pleistocene-age deposits could result in potentially significant impacts to paleontological resources.	**MM-GEO-1**	A qualified paleontologist shall attend the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues (a qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least 1 year).	Less than significant
	MM-GEO-2	A paleontological monitor should be on site on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential (Pleistocene-age deposits and the Santiago Formation) to inspect exposures for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of a qualified paleontologist.)	
	MM-GEO-3	If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or	

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the site.	
	MM-GEO-4	Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program.	
	MM-GEO-5	Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils should be accompanied by financial support for initial specimen storage. Fossil lab and/or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent.	
	MM-GEO-6	A final summary report shall be completed that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.	
Transportation			
Impact TRA-1: Two VMT reduction strategies have been included as mitigation measures (MM) in order to encourage alternative modes of transportation.	MM-TRA-1	Creation and distribution of a "new resident" information packet addressing alternative modes of transportation (CAPCOA T-7: Implement Commute Trip Reduction Marketing).	Less than significant
	MM-TRA-2	Provide on-site bike parking (CAPCOA T-10: Provide End-of-Trip Bicycle Facilities).	
Tribal Cultural Resources			
Impact TCR-1: In order to ensure impacts to tribal cultural resources remain less than significant, mitigation measures	MM-TCR-1	Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe." A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the	

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
have been included.		Applicant/Owner and the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe" for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.	
	MM-TCR-2	Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.	
	MM-TCR-3	The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.	
	MM-TCR-4	The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources.	
	MM-TCR-5	In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled	

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.	
	MM-TCR-6	The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the project site, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods.	

Table ES-3. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.	
	MM-TCR-7	The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation.	
	MM-TCR-8	Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.	

ES.6 Significant and Unavoidable Impacts

As discussed in this EIR, implementation of the project would not result in any significant and unavoidable impacts.

ES.7 Analysis of Alternatives

Pursuant to CEQA Guidelines, EIRs are required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 CCR 15126.6[a]). This EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6[a]). The alternatives discussion is required even if these alternatives "would impede to some degree the attainment of the project objectives or would be more costly" (14 CCR 15126.6[b]). Alternatives considered are summarized below and analyzed in detail in Chapter 8 of this EIR.

ES.7.1 No Project Alternative

Under the No Project Alternative, the proposed project and associated improvements would not be implemented, and the project site would remain undeveloped. The City's Zoning Ordinance designates the project site PS – Public/Semipublic. Article 16 of the Zoning Ordinance states that the PS zone is intended to "allow consideration of a large public or semipublic use separately from regulations for an underlying base zoning that may or may not be appropriate in combination with the public or semipublic use." Although nothing would be developed under this alternative, it does not preclude future development on site, as uses allowed under the PS zone would still be allowed under the current land use designation for the site. For purposes of this analysis, no development would occur under this alternative.

ES.7.2 Reduced Footprint Alternative

A site plan has not been generated for the Reduced Footprint Alternative; however, it is assumed that the design would be reconfigured to reduce the overall square footage of the building footprint and increase the height of the buildings. Under the Reduced Footprint Alternative, the project would be developed with the same number of units (164 units), but instead of three-story buildings (38 feet tall), there would be four-story buildings (48 feet tall), thereby reducing the overall footprint of the project. The project site is set down relative to the surrounding single-family homes, and 20- to 30-foot slopes buffer the proposed development footprint from existing residences. However, surrounding land uses may be less amenable to increased building heights in the vicinity of existing single-family homes, and impacts to visual effects and neighborhood character may be increased in comparison to the proposed project.

The Reduced Footprint Alternative would increase the amount of open space and buffer area in relation to surrounding single-family residences and site access would remain the same as the proposed project. Overall, environmental impacts associated with the Reduced Footprint Alternative would remain relatively the same; however, the increase in open space and recreational area would provide additional conveniences to future residences and surrounding land uses.

The same discretionary actions as required for the project would also be required for this alternative, including a General Plan Amendment, Rezone, Tentative Map, and Planned Development Plan.

ES.7.3 Environmentally Superior Alternative

Table ES-4 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. As shown in Table ES-4, the No Project Alternative would eliminate all of the significant impacts identified for the project. However, the No Project Alternative would not meet any of the project objectives. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Among the other alternatives, not including the proposed project, the Reduced Footprint Alternative would be considered the environmentally superior alternative because it would potentially provide a reduced level of impact in some environmental analysis areas, albeit minimal, including air quality, cultural resources, and TCRs. However, under this alternative, it is still assumed that impacts would occur and mitigation would be required. Specifically, impacts to air quality, biological resources, cultural resources, geology and soils, transportation, and TCRs would remain less than significant with mitigation incorporated, similar to the proposed project. However, impacts associated with visual effects and neighborhood character would be increased compared to the proposed project.

The Reduced Footprint Alternative would meet all proposed project objectives with the exception of meeting Objective 4.

Nevertheless, because this alternative would slightly reduce potentially significant impacts in comparison to the project, this alternative is considered the environmentally superior alternative.

Table 7-1. Comparative Summary of Alternatives under Consideration and Proposed Project

Environmental Topic	Proposed Project Impact	No Project Alternative Impact	Reduced Footprint Alternative Impact
Air Quality	LTSM	No Impact (Reduced)	LTS (Reduced)
Biological Resources	LTSM	No Impact (Reduced)	LTSM (Same)
Cultural Resources	LTSM	No Impact (Reduced)	LTSM (Same)
Geology and Soils	LTSM	No Impact (Reduced)	LTSM (Same)
Transportation	LTSM	No Impact (Reduced)	LTSM (Same)
Tribal Cultural Resources	LTSM	No Impact (Reduced)	LTSM (Same)

Notes: Impact Status: LTSM = less than significant with mitigation; LTS = less-than-significant.

ES.8 Issues to be Resolved by Lead Agency

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the project, the key issues to be resolved include decisions by the City, as lead agency, as to the following:

- Whether this environmental document adequately describes the environmental impacts of the project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether there are other mitigation measures or alternatives that should be considered for the project besides those identified in the Draft EIR.

1 Introduction

This chapter of this environmental impact report (EIR) describes the purpose, scope, and legislative authority of the EIR; the intent of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.); the environmental review process; and other pertinent environmental rules and regulations.

1.1 Purpose of the EIR

This EIR addresses the potentially significant adverse environmental effects associated with the proposed Pacifica Project (proposed project or project) under CEQA. The project involves development of a residential attached townhome infill project, which would include 164 multifamily for sale residential units on the 14.55-acre project site, in the City of Oceanside (City). The proposed project would require approval of certain discretionary actions by the City and, therefore, is subject to CEQA environmental review requirements. A detailed description of the proposed project is provided in Chapter 3, Project Description, of this EIR. The City, as the CEQA lead agency, has prepared this EIR to provide decision makers, the public, trustee agencies, and responsible agencies with information about the potential environmental effects associated with the proposed project.

1.2 Intended Use of the EIR

This EIR was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.), and the City's Environmental Review Procedures.

The EIR is an informational document that will provide the City's decision makers, public agencies, responsible and trustee agencies, and members of the public with information about (1) the potential for significant adverse environmental impacts that would result from the development of the proposed project, (2) feasible or potentially feasible ways to minimize any significant adverse environmental impacts that would result from the development of the proposed project, and (3) a reasonable range of potentially feasible alternatives to the proposed project that would reduce or avoid significant adverse environmental impacts associated with the proposed project (California Public Resources Code, Section 21002.1[a]; 14 CCR 15121[a]). Responsible and trustee agencies may use this EIR to fulfill their legal authority to issue permits for the proposed project. The analysis and findings in this EIR reflect the independent judgment of the City.

The City is the lead agency for the EIR and will perform the entitlement processing of the proposed project. As the designated lead agency, the City has assumed responsibility for preparing this EIR, and the analysis and findings in this EIR reflect the City's independent judgment. When deciding whether to approve the proposed project, the City will use the information in this EIR to consider potential impacts to the physical environment associated with the proposed project. Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR as the basis for their evaluation of environmental effects related to the proposed project that will culminate with the approval or denial of applicable permits.

1.3 Scope of the EIR

The City determined that a project EIR, as defined by CEQA Guidelines Section 15161, was required for this project. The City made this determination based on the scope and the location of the proposed project. As such, and in

accordance with CEQA Guidelines Section 15060(d), the City opted not to prepare a detailed initial study and to instead immediately begin preparation of an EIR for the proposed project.

In the absence of an initial study, this Draft EIR evaluates all subject areas listed in Appendix G of the CEQA Guidelines, which include the following: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, wildfire, cumulative impacts, and growth-inducing impacts.

As a "project EIR," this EIR is "focused primarily on the changes in the environment that would result from the development project" (14 CCR 15161). In addition, as a project EIR, this EIR examines all phases of the proposed project, including planning, construction, and operation (14 CCR 15161). Where environmental impacts have been determined to be significant, this EIR recommends mitigation measures directed at reducing or avoiding those significant environmental impacts. A reasonable range of alternatives to the proposed project are identified to evaluate whether there are ways to minimize or avoid significant impacts associated with the proposed project.

1.4 The EIR and CEQA Environmental Review Process

1.4.1 CEQA Overview

CEQA requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant adverse effect on the environment. CEQA Guidelines Section 15151 states:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Accordingly, this EIR has been prepared to identify and disclose the significant environmental effects of the proposed project, identify mitigation measures to minimize significant effects, and consider reasonable project alternatives. The environmental impact analyses in this EIR are based on a variety of sources, including agency consultation, technical studies, and field surveys. The City will consider the information presented in this EIR, along with other factors in considering approval of the proposed project.

1.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed project and the extent and types of impacts that the proposed project and alternatives to the proposed project would have on the environment should the proposed project or alternatives be implemented. Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) published November 1, 2022, to the project

mailing list, interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2022110021) to this project.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR. A public scoping meeting was held on November 14, 2022, at 6:00 p.m. at the Mission Branch Library Community Room in the City of Oceanside, to gather additional public input. Approximately 22 people attended the meeting. The 30-day public scoping period ended on November 30, 2022.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including site access, traffic and circulation, noise, air quality and greenhouse gas emissions, lighting, utility infrastructure and supply, water quality, visual impact, emergency access, and preservation of biological and cultural resources. Public scoping comments regarding the proposed project's potential impact on the environment were evaluated as part of the preparation of this EIR. Consistent with CEQA requirements that an alternative must reduce or avoid a potentially significant project impact and an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

1.4.3 Draft EIR and Public Review

This Draft EIR was prepared under the direction and supervision of the City. Public review of the Draft EIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion of the Draft EIR will be filed with the State Clearinghouse as required by CEQA Guidelines Section 15085. In addition, the Notice of Availability of the Draft EIR will be distributed pursuant to CEQA Guidelines Section 15087. Interested parties could provide comments on the Draft EIR in written form. This EIR and related technical appendices are available for review during the 45-day public review period at the following locations starting on July 19, 2023:

City of Oceanside Development Services Department
300 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Civic Center
330 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Mission Branch
3861-B Mission Avenue
Oceanside, California 92508

City of Oceanside website: https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/default.asp

Interested agencies and members of the public can submit written comments on the adequacy of the Draft EIR to the City's Development Services Department at the address above, addressed to Shannon Vitale, Senior Planner,

or emailed to svitale@oceansideca.org. Comments on the Draft EIR are to be received by 5:00 p.m. on September 1, 2023, the last day of the review period.

1.4.4 Final EIR Publication and Certification

Once the 45-day public review period concludes, the City will review all public comments on the Draft EIR and provide a written response to all written comments pertaining to environmental issues as part of the Final EIR. The Final EIR will include all written comments received during the public review period, responses to comments, and edits made to the Draft EIR.

The City will consider certification of the Final EIR (14 CCR 15090). If the Final EIR is certified, the City may consider the project approval (14 CCR 15092). When deciding whether to approve the proposed project, the City will use the information provided in the Final EIR to consider potential impacts to the physical environment. The City will also consider all written comments received on the Draft EIR during the public review period in making its decision to certify the Final EIR as complete and compliant with CEQA and in making its determination whether to approve or deny the proposed project. Environmental considerations, as well as economic and social factors, will be weighed by the City to determine the most appropriate course of action.

Prior to approving the proposed project, the City must make written findings and adopt a Statement of Overriding Considerations with respect to any significant and unavoidable environmental effect identified in the Draft EIR (14 CCR 15091, 15093). If the proposed project is approved, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within 5 working days after project approval (14 CCR 15094.)

Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR's evaluation of the proposed project's environmental effects in considering whether to approve or deny applicable permits.

1.4.5 Mitigation Monitoring and Reporting Program

CEQA requires that a lead agency "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (14 CCR 15097, 15091). The City, as the designated lead agency, is responsible for enforcing and verifying that each mitigation measure is implemented as required by the mitigation monitoring and reporting program.

1.5 Organization and Content of the EIR

This EIR is organized as follows:

- **Executive Summary.** This chapter outlines the proposed project and conclusions of the environmental analysis and provides a summary of the proposed project compared to the alternatives analyzed in the EIR. This chapter also summarizes feasible mitigation measures proposed to reduce or avoid each significant project impact.
- **Chapter 1, Introduction.** This chapter briefly discusses the purposes of the EIR, the applicable environmental review process and procedures, and the format and organization of the EIR.
- **Chapter 2, Environmental Setting.** This chapter describes the project location, physical environmental setting, and regulatory setting.

- **Chapter 3, Project Description.** This chapter provides a thorough description of the proposed project, including its location, characteristics, project objectives, and required discretionary actions.
- **Chapter 4, Environmental Analysis.** This chapter discusses the regulatory and environmental setting, and provides an analysis of the project's impacts, proposed mitigation measures to reduce or avoid any significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue.
- **Chapter 5, Effects Found Not to Be Significant.** This chapter discusses the reasons in which various possible significant effects of a proposed project were determined not to be significant and were therefore not discussed in detail in the EIR.
- **Chapter 6, Other CEQA Considerations.** This chapter addresses the proposed project's potential growth-inducing impacts, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter addresses impacts that have been identified as significant and unavoidable and provides an analysis of the significant irreversible changes in the environment that would result from the proposed project.
- **Chapter 7, Alternatives.** This chapter analyzes a reasonable range of potentially feasible alternatives to the proposed project that have the potential to reduce or avoid significant impacts associated with the proposed project.
- **Chapter 8, List of Preparers**. This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this EIR.
- **Chapter 9, References.** This chapter lists the references and sources cited in each section of the EIR.
- **Appendices.** The appendices include various technical studies and correspondence prepared for the proposed project, as listed in the table of contents.

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2 Environmental Setting

As required by Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the environmental impact report (EIR) includes a brief description of the existing physical conditions at the Pacifica Project (proposed project or project) site and the surrounding vicinity at the time of filing of the Notice of Preparation. Although in some cases current data was not available to represent conditions at the time of filing the Notice of Preparation, the most recent data available is described in this chapter and serves as the CEQA baseline for this EIR. This chapter also provides an overview of the regulatory setting on the project site pursuant to Section 15125(d) of the CEQA Guidelines. Additional details and descriptions of the existing conditions specific to each environmental issue can be found throughout Chapter 4, Environmental Analysis. The environmental conditions discussed in this chapter and throughout the EIR constitute the baseline conditions by which the significance of impacts will be determined.

2.1 Project Setting

2.1.1 Project Location

The proposed site consists of the former Pacifica Elementary School located at 4991 Macario Drive (Assessor's Parcel Numbers [APNs] 122-190-19, 122-190-22, and 157-070-42) and encompasses 14.55 acres (Figure 3-1, Project Location). The proposed project site is located at the corner of Monica Circle and Macario Drive. The project site is bound to the north by single-family homes fronting Claire Drive; to the east by single-family homes fronting Roja Drive; to the south by single-family homes fronting North Redondo Drive; and to the west by open space. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR 78.

2.1.2 Site Background

Historical maps indicate that the property was located within a canyon until around 1946, when an earthen dam was constructed, creating a large reservoir. Over time, the reservoir's storage volumes were reduced, and in 1967 the reservoir appears to have been drained and was subsequently filled to create the building pad for the school site. As shown in Appendix G, school records indicate the school was built in 1972 and opened in 1980. Buildings first appear in historical aerial photographs in 1978. The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake, and modular structures were used until the school closed in 2007. The school district continued using the site in the mid-2010s. During this time, trailers were placed at the site, and it was used as a "swing school" to hold classes while permanent schools were under modernization. The site now includes remnant pavement, a parking lot, and playground areas, as well as curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department. Disturbed habitat makes up the majority of the site, including the slopes around the perimeter, as well as the western portion of the site.

2.1.3 Existing Land Uses

On-Site Land Uses

The project site is currently disturbed, vacant land, consisting of the former footprint of Pacifica Elementary School. The project site does not feature any existing uses.

Surrounding Land Uses

Uses in the vicinity of the project site primarily include residential development, commercial, and open space. The project site abuts existing single-family residential developments to the north, south, and east, and open space to the west. Residential uses within the surrounding neighborhood include a range of housing types, including single-family homes, townhomes, and apartments. Other nearby uses include Libby Lake Park, Libby Elementary School, and retail uses.

2.1.4 Existing General Plan Land Use Designations

The project site has a General Plan land use designation of CI – Civic Institutional. Properties abutting the project site are designated as SFD-R – Single Family Detached Residential to the north, east, and south, and OS – Open Space to the west. Areas in the surrounding neighborhood are designated with various residential designations (SFD-R, MDA-R, MDB-R, and MDC-R), Civic Institutional (CI), Open Space (OS), and various commercial designations (GC, NC, and SC).

2.1.5 Existing Zoning Designations

The project site is currently zoned as PS – Public/Semipublic. Areas immediately surrounding the site are zoned RS – Single-Family Residential and OS – Open Space. Zoning designations in the surrounding neighborhood also include various residential designations (RS, RM-A, RM-B, and RM-C), PS, Open Space (OS), and various commercial designations (CG, CN, and CS-L). These zoning designations are described in detail in Section 4.10, Land Use and Planning, of this EIR.

2.2 Regional Setting

2.2.1 Climate

The local climate within the project area is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 75.9°F, with highs reaching 76.8°F on average during the months of July through September. The average wintertime low temperature is approximately 50.4°F, reaching as low as 48.5°F on average from November through March. Average precipitation in the local area is approximately 10.34 inches per year, with the bulk of precipitation falling from November through March (WRCC 2021).

2.2.2 Air Basin

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide California.

The SDAB lies in the southwest corner of California, composes the entire San Diego region, and covers approximately 4,260 square miles.

The climate of the San Diego region, as in most of Southern California, is influenced by the strength and position of the semi-permanent high-pressure system over the Pacific Ocean, known as the Pacific High. This high-pressure ridge over the West Coast often creates a pattern of late-night and early-morning low clouds, hazy afternoon sunshine, daytime onshore breezes, and little temperature variation year-round. The SDAB is characterized as a Mediterranean climate with dry, warm summers and mild, occasionally wet winters. Average temperatures range (in degrees Fahrenheit) from the mid-40s to the high 90s, with an average of 201 days warmer than 70°F. The SDAB experiences 9 to 13 inches of rainfall annually, with most of the region's precipitation falling from November through March, with infrequent (approximately 10%) precipitation during the summer. El Niño and La Niña patterns have large effects on the annual rainfall received in San Diego, where San Diego receives less than normal rainfall during La Niña years.

Air quality standards have been set pursuant to the federal and state Clean Air Acts, which are referred to as the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The favorable climate of San Diego also works to create air pollution problems. The SDAB has been determined to be in non-attainment of the federal and state ozone (O_3) air quality standards. In the fall months, the SDAB is often impacted by Santa Ana winds, which can transport air pollution from the South Coast Air Basin and increase O_3 concentrations in the San Diego area. Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County (County) that also raises the O_3 concentrations within the SDAB. Due to this condition and the associated Clean Air Act requirements, a Regional Air Quality Strategy (RAQS) has been developed to address reducing O_3 in the SDAB. Refer to Section 4.2, Air Quality, for additional information regarding air quality in the SDAB.

2.2.3 Soils

Soils on site are classified as Las Flores loamy fine sand (LeE2), 15% to 30% slopes, eroded; Grangeville fine sandy loam (GoA), 0% to 2% slopes; and Las Flores loamy fine sand (LeC2), 5% to 9% slopes, eroded. The Las Flores soils have a very slow infiltration rate, and the Grangeville soils have a moderate infiltration rate. Refer to Section 4.3, Biological Resources, and Section 4.6, Geology and Soils, for additional information.

2.2.4 Terrain

The topography of the project site is generally flat but features slopes around the perimeter. The project site primarily consists of vacant land and disturbed vegetation. Elevations range from approximately 80 feet to 120 feet above mean sea level.

2.2.5 Watersheds and Hydrology

The project site is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Sub-Area (903.11) of the Water Quality Control Plan for the San Diego Basin (San Diego RWQCB 2021). The major surface waterbodies in the vicinity of the project are Libby Lake and the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River southeast of the project site flows approximately 6 miles until its confluence with the Pacific Ocean. Within this Hydrologic Sub-Area, downstream impaired water bodies listed under Section 303(d) of the Clean Water Act include the Pacific Ocean shoreline and

San Luis Rey River mouth. The technical analysis identifies potential groundwater at a depth greater than 45 feet below the ground surface. Refer to Section 4.9, Hydrology and Water Quality, for additional details.

2.2.6 Vegetation and Habitats

Based on species composition and general physiognomy, Dudek biologists mapped one vegetation community and one land cover within the project site: disturbed habitat (9.28 acres) and urban/developed (5.27 acres). Disturbed habitat makes up the majority of the site, including the slopes around the perimeter and the majority of the western portion of the site. No jurisdictional aquatic features were documented within the project site. Due to lack of suitable habitat and vegetation on the project site, no focused surveys for any sensitive or special-status species were conducted. No critical habitat for any special-status species is designated on the project site. Additionally, no special-status plants or wildlife were observed on the project site, nor any are expected to occur.

2.2.7 Utilities

Potable water is currently provided by the Water Utilities Department of the City of Oceanside (City). The project site is located in an area of the City that is well developed and adjacent to residential uses. The project site is situated in the east-central portion of the City in an area served by the Talone 320 Pressure Zone. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project are 6-inch-diameter water lines in Monica Circle and Malaga Drive and 8-inch-diameter water lines in Macario Drive and Roja Drive.

In Oceanside, wastewater is collected and treated by the City's Water Utilities Department, Wastewater Division. The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. The existing public sewer system in the project area consists of an 8-inch-diameter gravity line that terminates as an existing public sewer lift station located at the entrance to the school site (Pacifica School Lift station), near the intersection of Monica Drive and Macario Drive. The lift station then conveys flows via a force main to a gravity pipe in Roja Drive. A second 8-inch-diameter gravity line is located in Malaga Drive at the southeastern boundary of the project. The existing pipe in Malaga Drive also conveys flows to the gravity line in Roja Drive. From Roja Drive, flows are conveyed via Luna Drive and Redondo Drive southward and ultimately connect to the 15-inch- and 27-inch-diameter trunk lines in North River Road. Refer to Section 4.17, Utilities and Service Systems, for additional details. The project site also includes an on-site existing gravity sewer that is no longer in use.

On-site runoff from the northeastern portion of the site drains in a southwesterly direction and is then captured via existing grate inlets and routed to the existing 24-inch storm drain. The existing 24-inch storm drain runs across the site in a southwesterly direction carrying flows (along with bypassed off-site flows coming from Macario Drive) to a discharge location in an existing channel. Runoff from the rest of the site is conveyed via surface flow in a southwesterly direction towards the discharge point. Refer to Section 4.9 for additional details.

2.3 Applicable Planning Documents

The following describes local and regional planning documents applicable to the proposed project. Per CEQA Guidelines Section 15125, Environmental Setting, the environmental setting chapter of an EIR shall discuss any inconsistencies between the project and applicable General Plans, Specific Plans, and regional plans. Below is a summary of such regional and local plans, as well as a brief disclosure of any inconsistencies. Additional details

regarding the consistency with applicable planning documents can be found in each individual environmental issue area section in this EIR, as noted below.

2.3.1 City of Oceanside General Plan

California law requires that each county and city adopt a General Plan "for the physical development of the county or city, and of any land outside its boundaries which…bears relation to its planning" (California Government Code, Section 65300). Each General Plan must be internally consistent, and all discretionary land use plans and projects must also be consistent with the General Plan.

The City's General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City's General Plan is founded on the community's vision for the City and expresses the community's long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City's General Plan contains the following 10 elements: Land Use (amended in 1986), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2021–2029 Housing Element adopted in June 2021), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the City's General Plan elements contains goals for the future of the City. In addition, the City's General Plan contains a land use map, which depicts the planned land uses for properties within the City. Objectives and policies established for each land use designation are described within the City's General Plan's Land Use Element (City of Oceanside 2002).

In 2019, the City Council adopted Phase I of the General Plan Update, which included the Economic Development Element, Energy and Climate Action Element, and Climate Action Plan. Phase 2 of the General Plan Update will include updating the City's existing Land Use, Circulation, Housing, Environmental Resource Management, Community Facilities, Public Safety, and Noise Elements. This planning process aims to revisit important planning elements last updated in 2002 (City of Oceanside 2021a). The adopted Housing Element (2021–2029) is pending certification by the California Department of Housing and Development. An EIR is being prepared for the City's General Plan Update, which will address all topic areas outlined in the CEQA Appendix G Environmental Checklist Form. The comment period for the scoping phase of the General Plan Update EIR ran from May 24 to June 23, 2021. The onwardoceanside.com website provides up-to-date information about the General Plan Update. Additionally, in June 2021 the City released five project background reports, which was considered the first major technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports, (Baseline Economic and Market Analysis;, Land Use and Community Resources, Mobility, Environmental Resources, and Smart and Sustainable Corridors Background Report) provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports can also be found on the onwardoceanside.com website.

2.3.2 City of Oceanside Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City (City of Oceanside 2021b).

2.3.3 Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) area. The North County MHCP is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County (SANDAG 2003). The North County MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP area—that will be permitted and implemented separately from one another. The Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) has been prepared, and although the Oceanside Subarea Plan has not been approved or permitted, it is used as a guidance document for projects in the City (City of Oceanside 2010). Refer to Section 4.3 for additional discussion regarding the Oceanside Subarea Plan.

2.3.4 Regional Plans

In addition to the above City planning documents, the following regional plans are also applicable to the proposed project.

SANDAG's San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) San Diego Forward: The Regional Plan (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and RCP. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California Senate Bill 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board (CARB); compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021). For additional information regarding the Regional Plan, refer to Sections 4.2, Air Quality; 4.7, Greenhouse Gas Emissions; 4.10 Land Use and Planning; and 4.15, Transportation.

Regional Air Quality Plan

SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The RAQS for the SDAB was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). As discussed under Section 2.2.2, Air Basin, above, the SDAB is in non-attainment for O_3. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the

cities in the County as part of the development of the General Plans (SANDAG 2017a, 2017b). The project would be consistent with the RAQS considering the project complies with the General Plan and zoning for the site. For additional information regarding air quality plans, refer to Section 4.2.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

On May 8, 2013, the Regional Water Quality Control Board approved a regional municipal separate storm sewer system (MS4) permit that is applicable to local jurisdictions within San Diego, southern Orange, and southwestern Riverside Counties (Order No. R9-2013-0001). The region-wide National Pollutant Discharge Elimination System Permit (Regional MS4 Permit) sets the framework for municipalities, such as the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that will allow the City (and other interested parties) to prioritize and address pollutants through an appropriate suite of best management practices in each watershed.

The City lies within the San Luis Rey Watershed Management Area and is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the Regional Water Quality Control Board on February 12, 2016, and finalized in March 2016 (City of Oceanside et al. 2016). The WQIP includes strategies to improve water quality in receiving waterbodies. The project would comply with these strategies and would be consistent with this plan. For additional information on water quality, refer to Section 4.9.

Oceanside Municipal Airport Land Use Compatibility Plan

The County's Regional Airport Authority develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration approved Airport Layout Plan. The project site is not located within the noise or safety zones designated by this ALUCP, nor is the project site within the Airport Overflight Notification Area. For additional information regarding the ALUCP, refer to Section 4.8, Hazards and Hazardous Materials, and Section 4.11, Noise.

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3 Project Description

As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section describes the Pacifica Project (project or proposed project), including its precise location and boundaries. This chapter includes a statement of the project objectives; a general description of the project's technical, economic, and environmental characteristics; a summary of the discretionary actions required to approve the project, including environmental review and consultation with other agencies; and a list of cumulative projects.

3.1 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an environmental impact report (EIR) include a statement of the project objectives that "include[s] the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Support the housing needs of the City of Oceanside (City) by developing high-quality, workforce housing that balances density with price points and long-term maintenance costs, such that new homes remain financially attainable to entry-level home buyers
2. Maximize residential densities, to the extent feasible, within proximity to transit, education facilities, commercial uses, and trails to reduce reliance on automobiles and potentially minimize greenhouse gas (GHG) emissions
3. Show sensitivity to adjacent properties, open space, and community amenity areas with appropriate setbacks and orientation of buildings and facades
4. Design the community using compatible architectural styles to the existing neighborhood with a scale and treatment that improve the visual image of the surrounding area
5. Create a highly connected and efficient system of sidewalks and pathways layered with a vehicular circulation system that adequately accommodates traffic and connects to the existing neighborhood
6. Provide well-designed common open space areas that are connected throughout the project site while utilizing current water and energy conservation practices
7. Preserve natural land resources by redeveloping underutilized parcels and promoting infill development to reduce urban sprawl

3.2 Project Overview and Major Components

Location and Existing Conditions

The proposed site consists of the former Pacifica Elementary School located at 4991 Macario Drive (Assessor's Parcel Numbers 122-190-19, 122-190-22, and 157-070-42) and encompasses 14.55 acres (Figure 3-1, Project Location). The proposed project site is located at corner of Monica Circle and Macario Drive. The project site is bound to the north by single-family homes fronting Claire Drive; to the east by single-family homes fronting Roja Drive; to the south by single-family homes fronting North Redondo Drive; and to the west by open space. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR-78.

The project site has a General Plan designation of CI – Civic Institutional. Properties abutting the project site are designated as SFD-R – Single Family Detached Residential to the north, east, and south, and OS – Open Space to the west. Areas in the surrounding neighborhood are designated with various residential designations (SFD-R, MDA-R, MDB-R, and MDC-R), Civic Institutional (CI), Open Space (OS), and various commercial designations (GC, NC, and SC) (see Figure 3-2 Existing Land Use and Zoning).

Historical maps indicate that the property was located within a canyon until around 1946, when an earthen dam was constructed, creating a large reservoir. Over time, the reservoir's storage volumes were reduced, and in 1967 the reservoir appears to have been drained and was subsequently filled to create the building pad for the school site. As shown in Appendix G, school records indicate the school was built in 1972 and opened in 1980. Buildings first appear in historical aerial photographs in 1978. The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake, and modular structures were used until the school closed in 2007. The school district continued using the site in the mid-2010s. During this time, trailers were placed at the site and it was used as a "swing school" to hold classes while permanent schools were under modernization. The site now includes remnant pavement, a parking lot, and playground areas, as well as curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department. Disturbed habitat makes up the majority of the site, including the slopes around the perimeter, as well as the western portion of the site (Figure 3-3, Existing Project Site Aerial).

Project Components

The proposed project would amend the General Plan land use designation to Medium Density Residential (MDB-R) and would amend the zoning to Planned Development (PD) (Figure 3-5, Proposed Land Use and Zoning). The proposed project consists of development of 164 three-story attached townhomes. Approximately 1.73 acres of the 14.55-acre project site consists of 20- to 30-foot-tall slopes along the northern, southeastern, and western portions of the project site, resulting in a net area of 12.82 acres and a net density of 12.8 dwelling units per acre (du/ac). Of the 12.82 net acres, only 10.23 are proposed for development. The remaining undeveloped areas include natural setbacks to the adjacent open space to the west.

Townhomes would range in size from approximately 1,200 square feet to 1,800 square feet with two, three, or four bedrooms and an attached two-car garage (see building summary below in Table 3-1). Each townhome would include private open space in the form of a patio and/or deck. Common recreational spaces, consisting of approximately 59,460 square feet, would be designed with amenities such as tot lots, an off-leash dog park, pickleball courts, barbecue areas, and a space for a variety of outdoor games (Figure 3-4, Site Plan).

Table 3-1. Proposed Building Summary

Plan Types	Square Footage	Number of Units	Percentage of Total Units	Floor Plan Type	Private Open Space (square feet)	Garage Spaces[1]
1	1,210	14	9	2 bed/2.5 bath	83	2
2	1,497	76	46	3 bed/2.5 bath	107	2
3	1,791	74	45	4 bed/4 bath	220	2
	Totals	**164**	**100**	N/A	N/A	N/A

Notes: N/A = not applicable.
1 An additional 61 spaces (uncovered) would be provided for guest parking.

The proposed residential development would be set back 15 feet from Monica Circle, approximately 74 feet from the northern and southern boundary, and approximately 65 feet from the eastern boundary. The western boundary is bordered by open space, and a habitat setback and stormwater basin would buffer the development from the adjacent open space area. This buffer area would be a minimum of 100 feet.

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. This main entrance would be enhanced with decorative paving, landscaping, signage, and a small publicly accessible pocket park. A secondary driveway for emergency vehicle access only would be provided via an extension of Malaga Drive on the eastern boundary of the project site.

Open Space

A total of approximately 59,460 square feet of common open space is proposed, and a total of 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, pickleball courts, open lawn, a barbeque area, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit. A summary of the usable open space areas proposed as part of the project is outlined in Table 3-2 below.

Table 3-2. Usable Open Space

Location of Open Space	Proposed Open Space (square feet)	Required Open Space (square feet)
Common Open Space		
Courtyards, landscape areas, and amenity areas	59,460	24,600
Private Open Space		
Balconies and patios	23,950	Minimum dimension of 5 feet
Total Usable Open Space	**83,410**	**49,200**
Total per Residence (164)	**508 square feet per unit**	**300 square feet per unit**

3.2.1 Landscaping and Walls

Proposed landscaping is designed to provide a distinct visual character and enhance the project. The preliminary landscaping plan is shown in Figure 3-7, Conceptual Landscape Plan. The landscaping on site is designed to take advantage of the existing slopes, with a plant palette slanted towards drought-tolerant planting and plants that would help stabilize the slopes over the long term. The entrance at the corner of Monica Circle and Macario Drive would include the addition of trees and vegetation. Additional landscape opportunities are provided throughout the project site and along the boundaries and walkways.

The proposed project would be required to comply with Article 3049, Urban Forestry Program, of the City's Zoning Ordinance. The Urban Forestry Program requires new development over 1 acre in size to provide a minimum tree canopy area of 12% and a minimum permeable surface area of 22%. As shown in Figure 3-7, the proposed project would exceed both requirements, providing 62,847 square feet of tree canopy coverage, or 18.9% (39,880 square

feet would be required), and 336,283 square feet of permeable surface area, or 53% (139,436 square feet would be required).

Retaining walls would be located at the toe of the northern and eastern slopes of the project site to support the slopes in that area. The walls range in height from 1 foot to 13 feet with any segment over 4 feet in height required to be plantable. Additional wall and fence regulations are detailed in the Pacifica Planned Development Plan, and compliance would be required unless otherwise modified by a development permit.

3.2.2 Architectural Design

The project would provide a contemporary interpretation of traditional architectural styles found in the existing single-family neighborhood surrounding the site. Two acceptable architectural styles would be used for the proposed project; however, it should be noted that architectural styles would not be limited to these two types. Additional styles may be permitted if they are found to be appropriate with the City Development Services Department.

The project involves two variations of the Spanish Eclectic style that blend classic elements from the Spanish vernacular with modern construction techniques. Simple massing with a combination of hipped and gabled roof forms are accentuated with stylistic features found in traditional Spanish homes such as arched stucco column porches and decks, clay tile vents, shutters, and stucco over foam window and door trim.

Massing and scale provide the visual identity between residential dwelling units and the environment. Those qualities help dictate the placement, size, and form of multifamily residential buildings within the project site. Building type placement within the project site was studied to achieve the best possible groupings and provide transition massing from the street, thereby enhancing the visual character of the neighborhood. Incorporation of the following design concepts should be considered for the architecture within the project site:

- Utilize building-form elements, such as plane breaks, roof forms, and changes in material, to define individual units
- Vertically and horizontally articulate building design for both front and rear elevations
- Break up long unbroken surfaces on front elevations by providing a change in plane at least every 25 feet
- Break up long unbroken surfaces on rear elevations by providing second/third-floor cantilevers above garage doors

All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Street lighting featured throughout the site would be appropriately shielded to reduce lighting impacts to the surrounding residences and improve dark sky regulation compliance.

3.2.3 Circulation, Access, and Parking

3.2.3.1 Vehicular Circulation and Access

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. A secondary driveway for emergency vehicle access only would be provided via an extension of Malaga Drive on the eastern boundary of the project site. The proposed residential buildings would be connected by a private loop road within the project site with two internal drive aisles that connect the northern and southern portions of the loop road. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

3.2.3.2 Pedestrian Circulation and Access

Sidewalks are present along both sides of the roadway for all roadways within a 0.5-mile walking distance from the project site. These existing pedestrian facilities are mostly surrounded with single-family residential land uses with exception of the commercial land use fronting North Redondo Drive and Vandegrift Boulevard. Sidewalks are proposed along the project frontage along Monica Circle and Macario Drive. Sidewalks are also proposed throughout the project site providing direct access to the dwelling units and on-site amenities (pet station, play areas, picnic pavilion, benches, and gardens).

3.2.3.3 Bicycle Circulation and Access

Under existing conditions, Class II bicycle facilities exist along Vandegrift Boulevard and North River Road. The project would maintain access to these bike lanes from the project site. Per the City of Oceanside Bicycle Master Plan (2017 Update), there are no planned bicycle facilities improvements within the project study area.

3.2.3.4 Public Transit Access

The project site is within 0.5 miles of the transit lines serviced by North County Transit District described below:

- Bus Route 303 – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop is located within 0.5 miles at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center, the San Luis Rey Transit Center, and the Vista Transit Center. The route operates at 15-minute headways on weekdays and weekends.
- Bus Route 309 – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the El Camino Real Sprinter Station, the Plaza Camino Real Transit Center, and the Encinitas Station. The route operates at 30-minute headways throughout the week.
- Bus Route 311 – This bus route provides service along Vandegrift Boulevard in the northbound–southbound direction within the project study area. The nearest bus stops are located within 0.5 miles at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center and the Rancho Del Oro Sprinter station. The route operates at 20- to 30-minute headways during morning peak hours and 1-hour headways during evening peak hours Monday through Friday. This route does not operate on weekends.
- Bus Route 313 – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop is located within 0.5 miles at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center and the San Luis Rey Transit Center. The route operates on 1-hour headways Monday through Friday and does not operate on the weekends.
- Bus Route 315 – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops are located within 0.5 miles at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the Plaza Camino Real Transit Center, and the Carlsbad Village Station. The route operates at 1-hour headways throughout the week.

3.2.3.5 Parking

The project would provide a total of 328 garage parking spaces for each residence (two spaces for each residence). The project would also provide an additional 61 guest parking spaces. Guest parking is provided throughout the community.

3.2.4 Public Utilities

Water Facilities

Water service would be provided via the existing water connections to the existing public water system. Water service for the project would be provided by the City via connections to the existing developments adjacent to the project site. Existing water facilities in Monica Circle and Macario Drive will be upsized to accommodate development proposed for this project. Refer to Section 4.17, Utilities and Services Systems, for a detailed description of water service and connection.

Sewer Facilities

Sewer service would be provided via a new public lift station, new on-site sewer facilities, and the existing public sewer system in the vicinity of the project. The project site currently includes an existing public lift station on site, which will be decommissioned once existing flows are rerouted to the newly constructed lift station. The project would connect to an existing sewer pipeline adjacent to the site, which flows to the San Luis Rey Wastewater Reclamation Facility. Refer to Section 4.17 for a detailed description of sewer service and connection.

Site Drainage

Storm drain systems and connections would be designed to collect on-site runoff and convey it through the project site into existing drainage facilities. Stormwater treatment to meet water quality requirements will include the installation of inlets, storm drain facilities, and a biofiltration basin. Refer to Section 4.9, Hydrology and Water Quality, for a detailed description of site drainage.

Dry Utilities

The project would connect to existing dry utilities. Electricity would be provided by San Diego Gas & Electric. The project would connect to existing electrical lines within existing roadways adjacent to the project site.

3.2.5 Project Design Features

In addition to the project's infill location, the project would include several sustainability design features to reduce potential energy and water usage, promote pedestrian and bicycle travel, and reduce potential GHG emissions. The proposed sustainability features include the following:

PDF-1: Require the installation of only electric fireplaces in future residential buildings. Future residential units are prohibited from having wood-burning fireplaces or stoves.

PDF-2: Employ standard construction practices to reduce fugitive dust emissions, including watering of the active sites two times per day, depending on weather conditions. Construction of project components would be subject to San Diego Air Pollution Control District Rule 55 – Fugitive Dust

Control. Compliance with Rule 55 would limit fugitive dust that may be generated during grading and construction activities.

PDF-3: Provide temporary electricity to the project site during the building construction phases and prohibit the use of diesel-fueled and natural gas–fueled generators during the building construction phases.

PDF-4: Limit air compressors used during the architectural coating/painting phases to equipment that is electric-powered.

PDF-5: Install photovoltaic systems on each building to meet 50% of the forecasted electricity demand.

PDF-6: Provide electric vehicle and bicycle parking.

PDF-7: Design drought-tolerant landscaping and water-efficient irrigation systems.

PDF-8: Install energy- and water-efficient appliances and construct energy- and water-efficient buildings.

3.2.5.1 Wayfinding Signage

Signage will include all code-required signage, including but not limited to, unit plaques, wayfinding, emergency exit signage, and entry monument signage. Throughout the development, buildings would be marked with building numbers or letters for ease of navigation. The project would also include signage at the project entrance identifying to motorists that the residential complex is private/not a through street, as well as signage within the site to identify parking and visitor parking.

3.2.6 Construction Phasing and Conceptual Grading

It is anticipated that development of the project would occur over approximately 21 months. Construction is anticipated to begin in January 2024. The anticipated sequence of construction is as follows, with some phases overlapping:

- Demolition (Phase 1): January 2024 to February 2024 (1 month)
- Site Preparation (Phase 1): February 2024 (2 weeks)
- Grading (Phase 1): February 2024 to March 2024 (1 month)
- Utility Installation (Phase 1): April 2024 to May 2024 (1 month)
- Paving (Phase 1): May 2024 to June 2024 (1 month)
- Building Construction (Phase 2): June 2024 to December 2024 (7 months)
- Architectural Coating (Phase 2): December 2024 to January 2025 (1 month)
- Building Construction (Phase 3): January 2025 to August 2025 (8 months)
- Architectural Coating (Phase 3): September 2025 (1 month)

Demolition would involve removal of the asphalt pad, shade structure, and any other features left over from the previous school that remains on site. Demolition would require the use of concrete/industrial saws, excavators, and rubber-tired dozers. Of the entire 14.55-acre site, only 10.23 acres would be graded. The site would include a balanced earthwork solution. Approximately 28,645 cubic yards of cut and fill would be required with no import or export required. Construction is proposed to occur Monday through Saturday, between 7:00 a.m. and 7:00 p.m., to

comply with Section 6.25 of the City's Code of Ordinances. The utility installation phase would require trenching for utilities and stormwater drainage facilities. The building and architectural coating phases would involve construction of the townhouses, landscaping, parking, architectural coating, and painting.

3.3 Discretionary Actions and Other Approvals

The approvals required for the project include a General Plan land use amendment and a change in zoning. The project would be redesignated as a General Plan land use of MDB-R – Medium Density Residential-B (10-15 du/ac), and a zone of PD – Planned Development (Figure 3-5). The proposed Planned Development District would provide zoning, use regulations, and development standards for future development of the site. A Planned Development Plan (The Pacifica Planned Development Plan) has been prepared in accordance with the City of Oceanside Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as design guidelines that will provide a framework for the specific development of the site.

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Planned Development Plan, General Plan Amendment, Zone Amendment, and Tentative Map Approval. The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies, including the Regional Water Quality Control Board, can use this EIR and supporting documentation in their decision-making process to issue additional approvals.

3.4 Cumulative Projects

The study area for the cumulative impact analysis is based on existing projects under review, and recently approved projects that are under construction or not yet constructed. The cumulative projects are located within an approximately 2-mile radius of the project site, with the exception of El Corazon, which is approximately 3.8 miles southwest of the project site; Ocean Kamp, which is approximately 3.5 miles west of the project site; and Modera Melrose, which is approximately 3.5 miles south of the project site (Figure 3-8, Cumulative Projects):

1. **Riverview Springs** (ZA16-00009) – This project is located at 4398 Rainier Way, Oceanside, California 92058. This project involves construction of an additional 47 dwelling units to the existing development.
2. **Nagata Kawano Property Rezone** (GPA13-00001 and GPA13-00004) – This project is located at 4617 and 4665 North River Road, Oceanside, California 92057. This project involves construction of 400 multifamily residential dwelling units.
3. **North River Farms** (GPA16-00002) – This project is located along North River Road on parcels located on both the north and south sides of the roadway between Stallion Drive and Wilshire Road. This project involves construction of 585 dwelling units, a mix comprising both multifamily and single-family detached units, as well as 25,000 square feet of commercial land use, 5,000 square feet of restaurant land use, a 30-acre farm, and a 100-room hotel.
4. **Cannabis Cultivation** (CUP19-00023) – This project is located the north side of North River Road approximately 715 feet east of Wilshire Road. This project involves development of a cannabis cultivation and nursery facility composed of four 22,000-square-foot greenhouses on a 10.41-acre parcel.

5. **Cannabis Cultivation** (CUP19-00025) – This project is located at the northeast quadrant of the Sleeping Indian Road and North River Road intersection. This project involves development of a cannabis cultivation and nursery facility composed of twenty 22,000-square-foot greenhouses on a 52.54-acre parcel.
6. **El Corazon** – This project is located at the northwest quadrant of the Rancho Del Oro Road and Oceanside Boulevard intersection. This project involves development of a variety of land uses in six separate phases, which include the following: senior center (6.0 acres), hotel (11.0 acres), village commercial (19.0 acres), green waste facility (16.0 acres), soccer facility (55.3 acres), softball complete (12.5 acres), baseball complex (15.7 acres), cultural/community center and library (6.0 acres), park and passive recreation areas (52.8 acres), recreation center (6.8 acres), park-recreation areas (12.8 acres), expansion of the park (19.7 acres), park expansion and public safety center (16.0 acres), interpretive areas, and passive trails.
7. **Ocean Kamp Project** (T19-00004) – This project is located along Foussat Street on parcels located on both the west and east sides of the roadway between the San Luis Rey River and SR-76. This project involves development 700 multifamily residential dwelling units, a 300-room resort hotel, 126,000 square feet of retail and commercial uses, and a wave lagoon.
8. **Modera Melrose Mixed-Use Development Project** (D21-00011) – The project site is located at the southeast corner of Melrose Drive and West Bobier Drive in the east-central portion of Oceanside. The project involves development a mixed-use infill project that would include 323 multifamily residential units and ground-level commercial space on the 7.4-acre project site. The proposed residential development would include 33 affordable/very low-income rental units and 290 market rate rental units ranging from 666 square feet to 1,429 square feet.
9. **Rio Rockwell** (GPA18-00001) – This project site is located at the northeast corner of Old Grove Road and Frazee Road. The project involves rezoning to allow for the construction of 78 new townhomes.
10. **Cypress Point** (T21-00001) – This project is located west of Los Arbolitos Boulevard, at the intersection of Aspen Street and Pala Road. The project involves development of 54 single-family homes on the 7.3-acre project site.
11. **Guajome Lake Road Subdivision** (T22-00004) – This project site is located at 2837 Guajome Lake Road. The project involves construction of 84 single-family homes on approximately 10.1 acres of the 16.7-acre project site.
12. **Sunrise Assisted Care Facility** (P20-00001) – This project site is located at 4700 Mesa Drive. The project involves construction of a 95-unit, 120-bed, 78,100-square-foot senior living and memory care facility.

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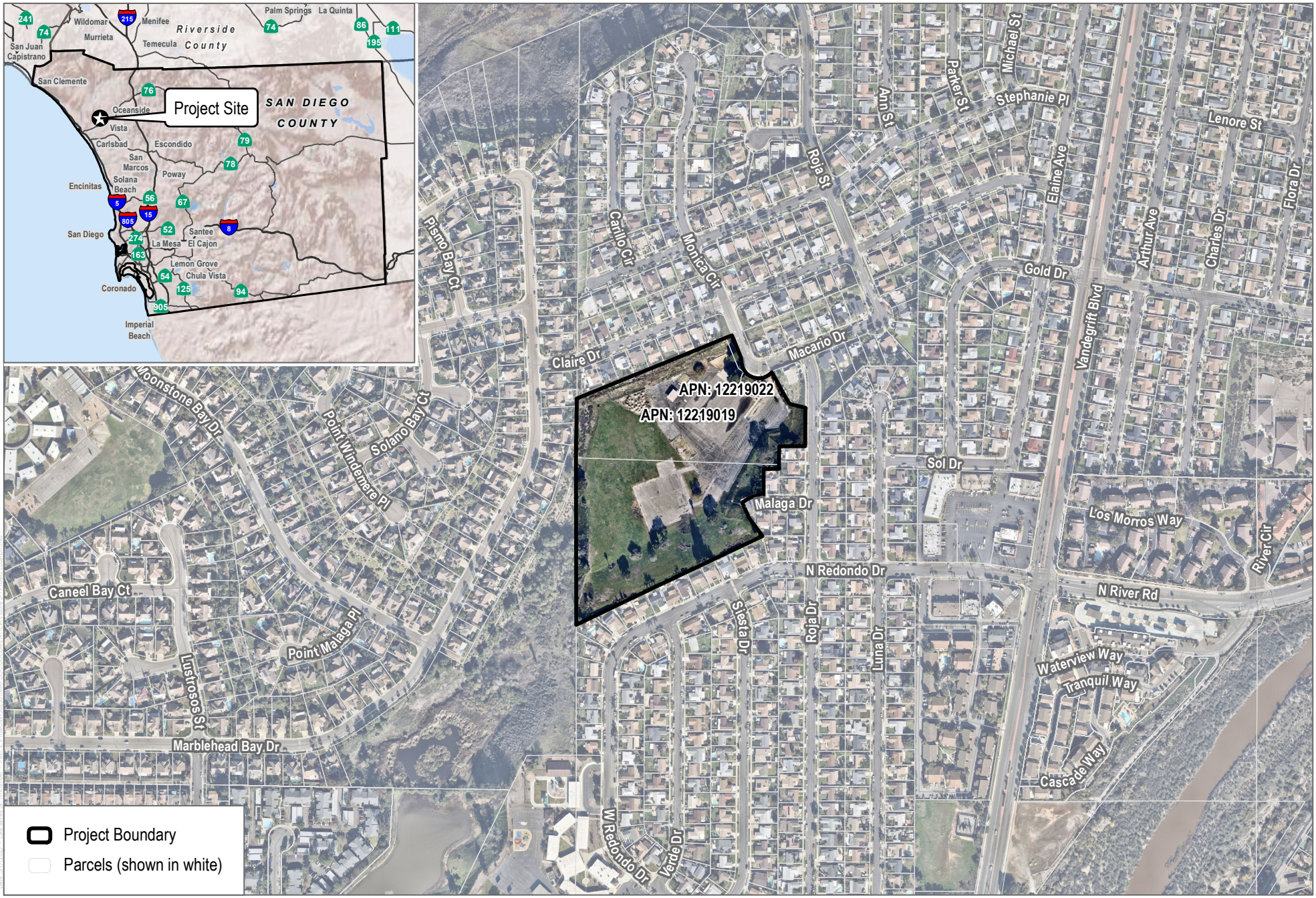

SOURCE: SANGIS 2019; Open Street Maps 2022

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0 255 510 Feet

FIGURE 3-1

Project Location

Pacifica Project EIR

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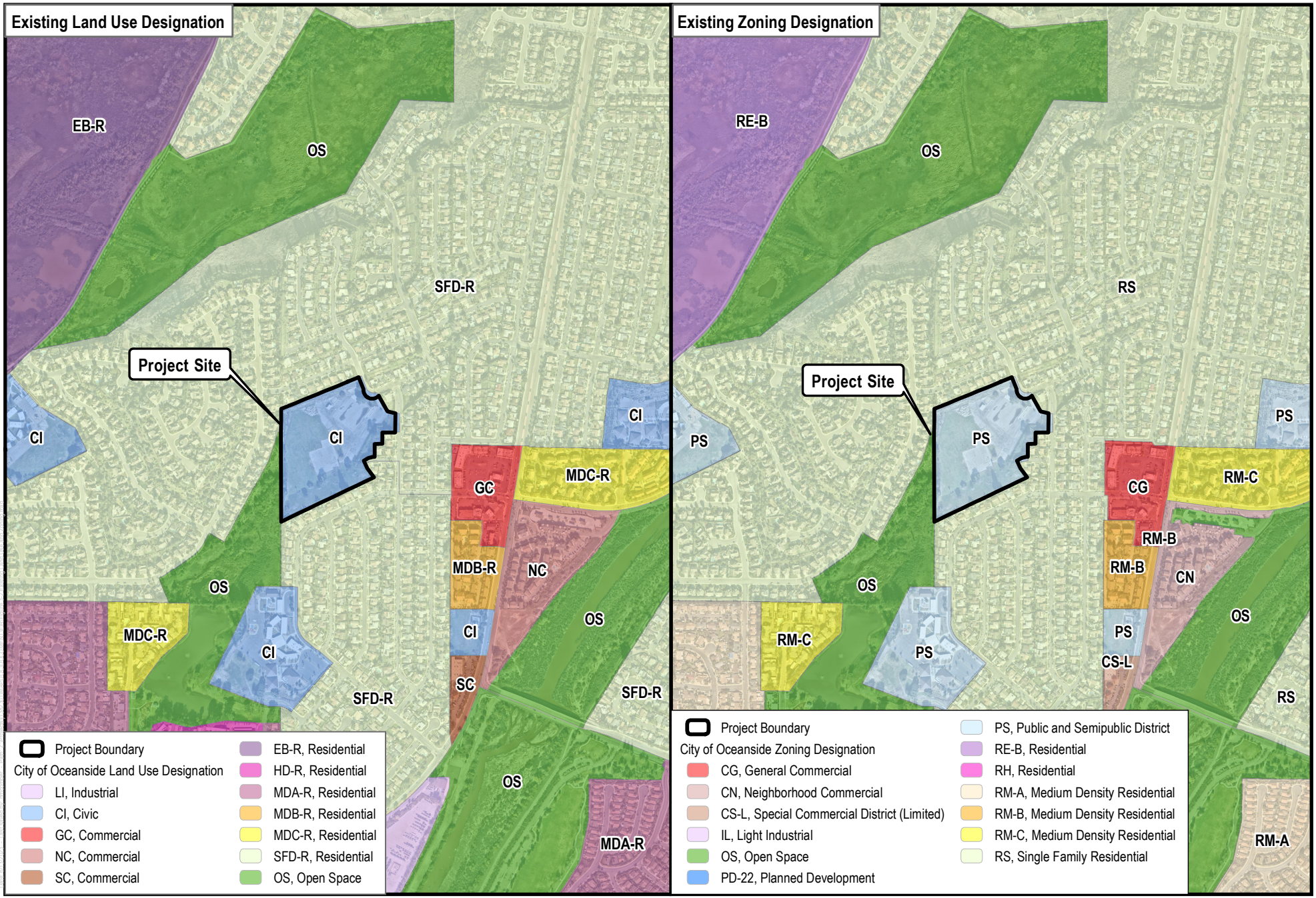

SOURCE: SANGIS 2019; Open Street Maps 2022; City of Oceanside 2022

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0 500 1,000 Feet

FIGURE 3-2

Existing Land Use and Zoning Designations

Pacifica Project EIR

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SOURCE: SANGIS 2019; Open Street Maps 2022

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FIGURE 3-3

Existing Project Site Aerial

Pacifica Project EIR

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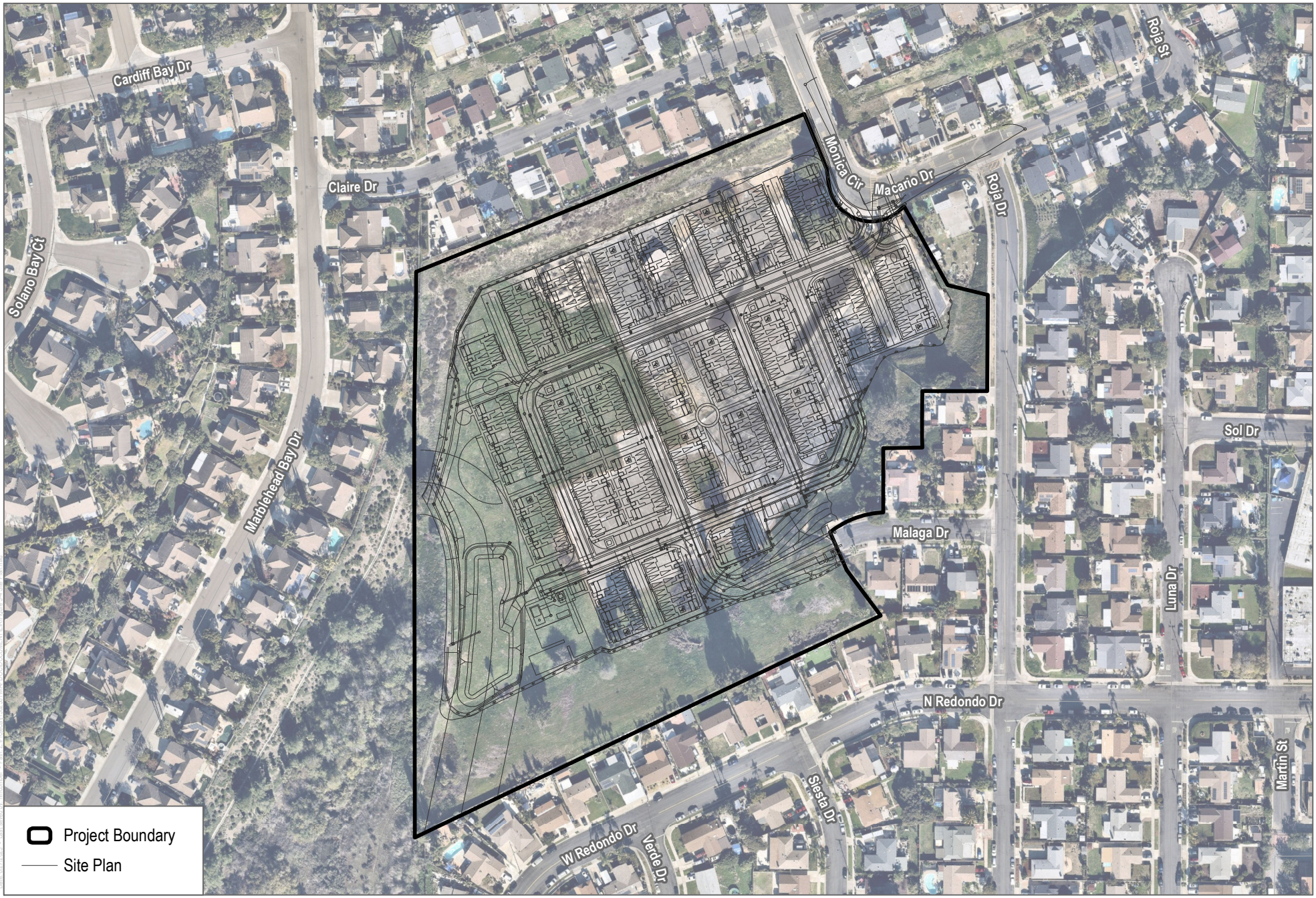

SOURCE: SANGIS 2019; Open Street Maps 2022

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FIGURE 3-4

Site Plan

Pacifica Project EIR

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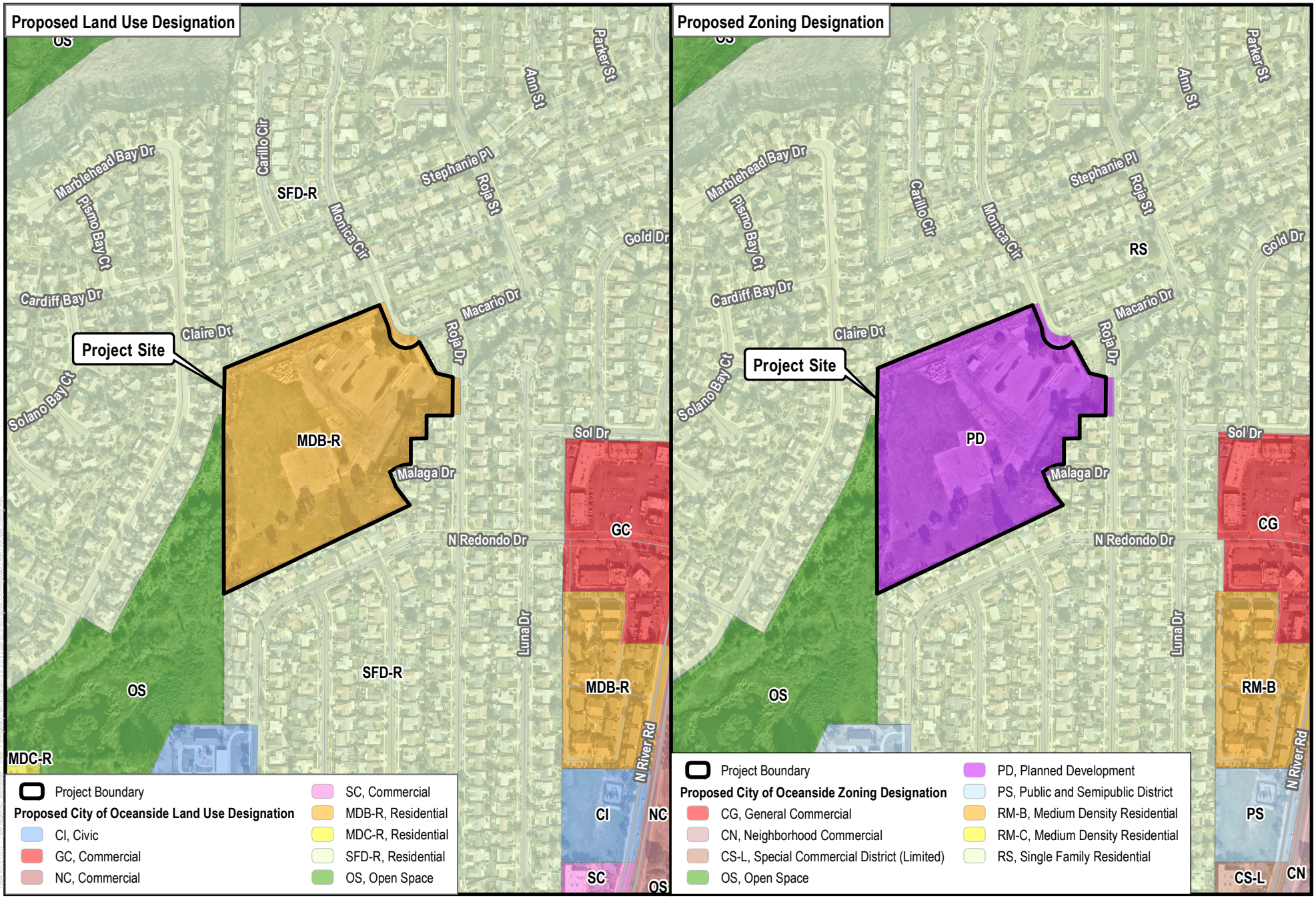

SOURCE: SANGIS 2019; Open Street Maps 2022; City of Oceanside 2022

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FIGURE 3-5

Proposed Land Use and Zoning Designations

Pacifica Project EIR

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SOURCE: GMP 2023

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FIGURE 3-6

Conceptual Open Space

Pacifica Project EIR

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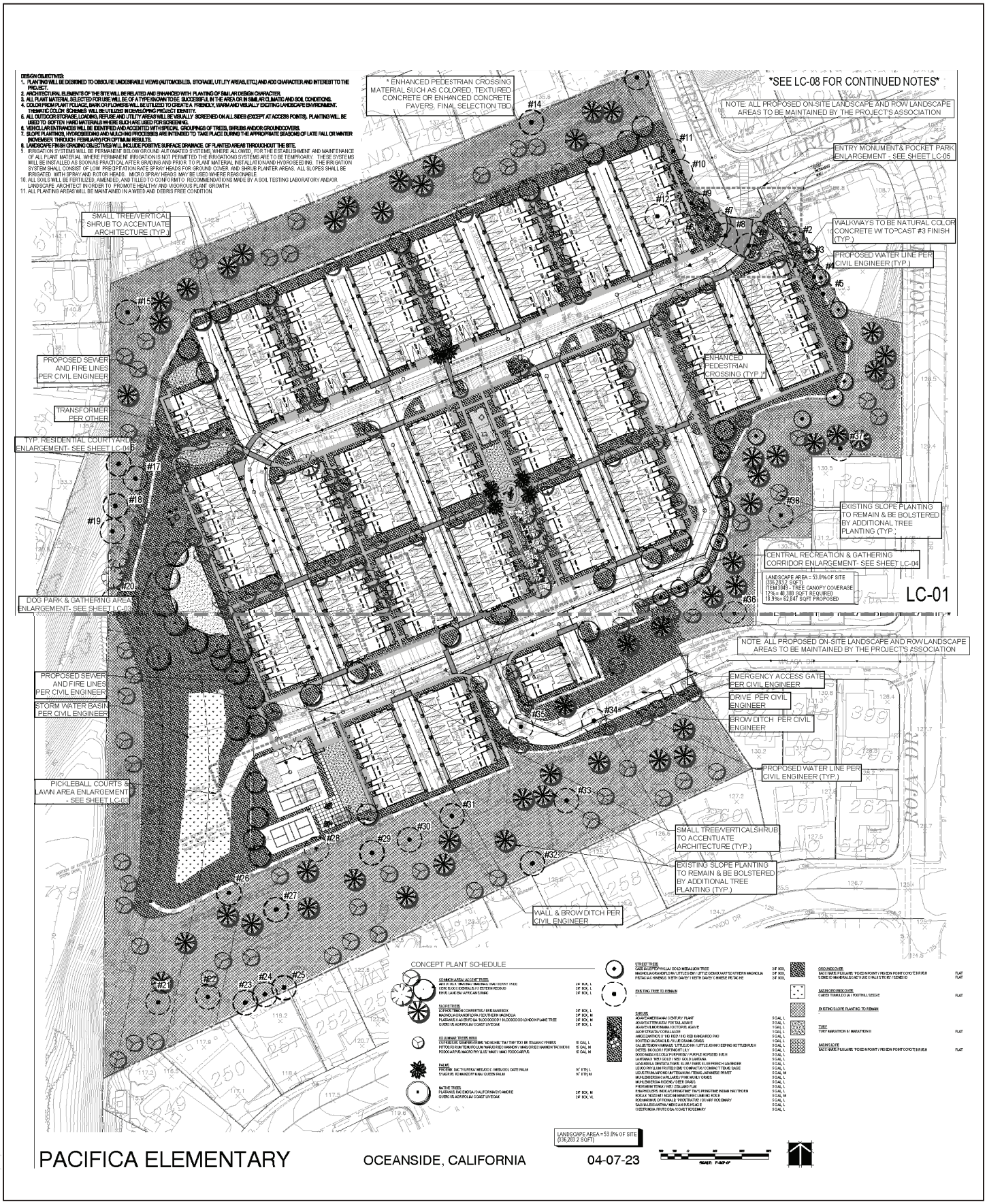

SOURCE: GMP 2023

FIGURE 3-7

Conceptual Landscape Plan

Pacifica Project EIR

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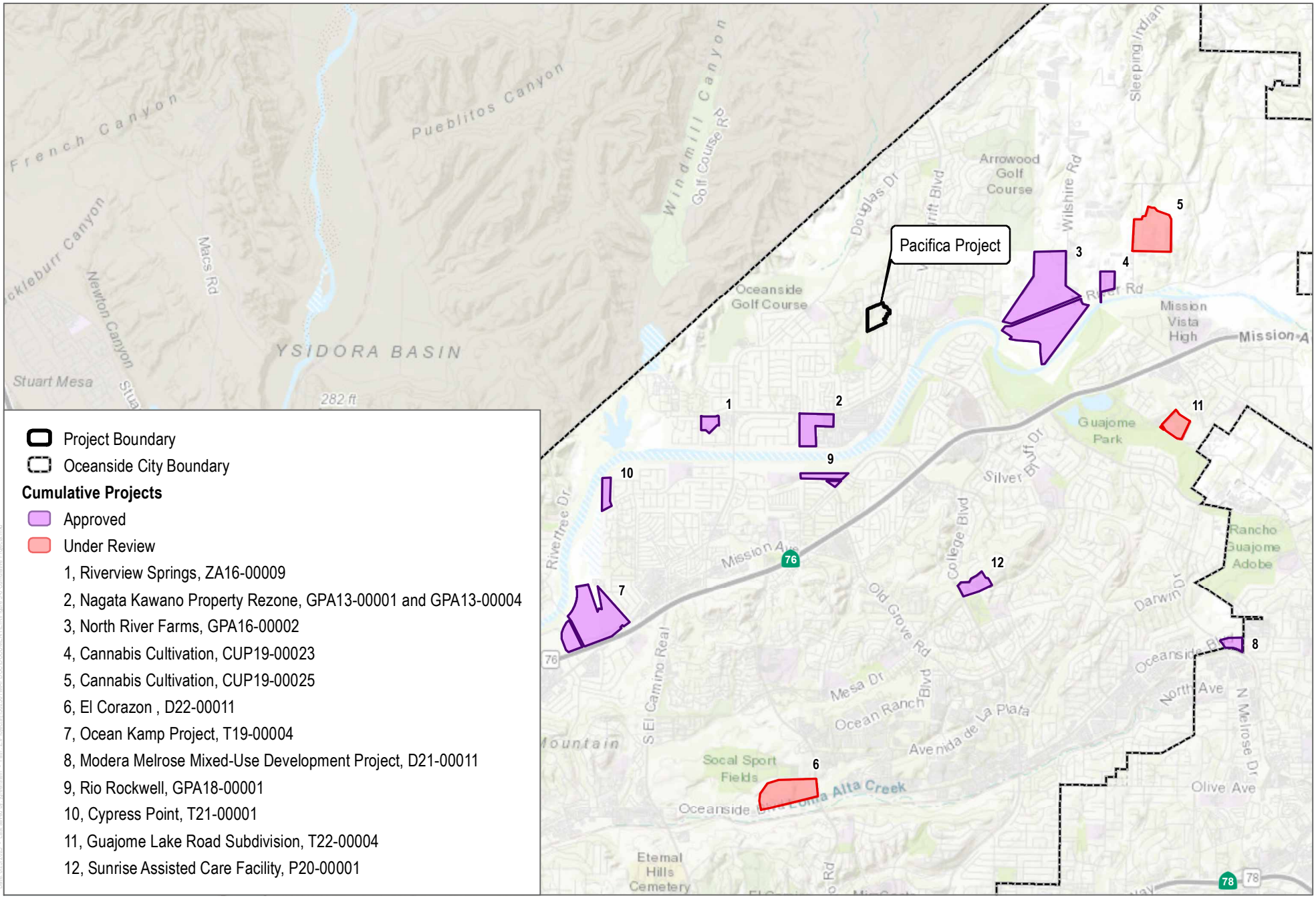

SOURCE: City of Oceanside 2023; SANGIS 2019; Open Streets Map 2019

DUDEK

0 2,500 5,000 Feet

FIGURE 3-8

Cumulative Projects

Pacifica Project EIR

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4 Environmental Analysis

4.1 Aesthetics

This section describes the existing visual conditions, identifies associated regulatory requirements, evaluates potential impacts related to aesthetics, and establishes mitigation measures related to implementation of the Pacifica Project (project).

4.1.1 Existing Conditions

Regional Setting

The project site is in northern San Diego County (County), within the City of Oceanside (City). Figure 3-1, Project Location, in Draft EIR Chapter 3, Project Description, illustrates the location of the project site relative to San Diego region and local surroundings. The City encompasses approximately 42 square miles and is bounded by the Pacific Ocean to the west, Marine Corps Base Camp Pendleton (Camp Pendleton) to the north, the City of Vista and County to the east, and the City of Carlsbad to the south. The City has approximately 4 miles of shoreline, including a public marina, a 2,000-foot-long pier, and public beaches (City of Oceanside 2023a). Most of the city is developed, with eastern Oceanside characterized by single-family homes on streets and cul-de-sacs, intermixed with canyon and hillside open spaces and multifamily housing developments. Park, commercial, and institutional (schools and churches) uses occur within and around the residential uses and within the City's eastern portion. Industrial uses are generally confined to isolated areas along the San Luis Rey River floodway or clustered in the Ocean Ranch area that is located to the south of State Route (SR) 78 and to the north of Oceanside Boulevard.

Project Setting

The approximately 14.55-acre project site encompasses the former Pacifica Elementary School site. The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake, and modular structures were used until the school closed in 2007. The school district continued using the site in the mid-2010s. During this time, trailers were placed at the site, and it was used as a "swing school" to hold classes while permanent schools were under modernization. Figure 3-3, Existing Project Site Aerial, in Chapter 3 shows an aerial perspective of the project site, while Figure 4.1-1, Existing Conditions: Photo Key Map, presents the location of photographs taken during a site visit and referred to in the discussion below to support the characterization of existing site conditions and the quality of off-site views onto the project site. Existing conditions photographs are included as Figure 4.1-1a, Existing Conditions: Project Site, and Figure 4.1-1b, Existing Conditions: Off-Site Views to Project Site. Although no walled structures remain, there are remnant asphalt pads covering the northeast and central portions of the project site that mark the location of the former school, parking lot, and playground areas. See Photos A through D on Figure 4.1-1a. Other remnant features include curbs, chain-link fencing, an overgrown sandbox featuring small concrete blocks that have been discarded from elsewhere on site, a rectangular shade structure (the structure is visible on Figure 4.1-1a [see Photos A through D]), and a large recreational field, which is mowed approximately every 2.5 months for fire abatement. Elevations on site range from approximately 80 feet above mean sea level (amsl) to 120 feet amsl; however, the topography in areas supporting the former school structures and field are relatively flat. Easements for storm drain and sewer facilities cut through the site from west to east and tie into an existing sewer lift station located within the property along the Macario Drive frontage. There are scattered, ornamental, mature trees around the asphalt pads and field from the northeast to southwest (see

Photos C and D on Figure 4.1-1a and Photos E and F on Figure 4.1-1b). The edges of the project site are bounded by approximately 20-foot to 30-foot slopes that climb gradually to existing single-family homes on the north, south, east, and northwest perimeters. The site slopes downward slightly in the southwest towards an adjacent open space area. Vegetation on the field and slopes is predominantly composed of non-native grasses, small shrubs, ice plant (on slopes), and other ruderal groundcover.

There is currently no public access to the project site as evidenced by the presence of chain-link fencing around the site perimeter and a gate at the prior school parking lot driveway located off Macario Drive. The area surrounding the project site is mostly developed. Surrounding land uses in the vicinity of the project site include one- and two-story single-family residences to the north, northwest, south, and southeast, as well as Libby Lake Park to the southeast and Libby Elementary School to the south. There is a narrow corridor of undeveloped open space between the project site and Libby Lake Park that includes mature trees, a small pond, and ornamental and native vegetation. The northeast corner of the project site is adjacent to Roja Drive, a single-family home, and the corner of Macario Drive and Monica Circle. The western terminus of Malaga Drive also abuts the project site to the east and terminates at chain-link fencing, which surrounds the site. The western terminus of Malaga Drive offers relatively clear views onto most of the project site from an elevated perspective; see Project Site Visibility, below.

Public Views, Scenic Vistas, and Scenic Resources

Impacts on views or vistas from private land uses are typically not considered significant under the California Environmental Quality Act (CEQA) (*Mira Mar Mobile Community v. City of Oceanside* [2004] 119 Cal.App.4th 477, 493–494). As stated by the court in *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact," because under CEQA, "the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons" (*Banker's Hill v. City of San Diego*, supra, 139 Cal.App.4th at 279). Therefore, the existing conditions discussion provided below for local views and scenic vistas focuses on public vantage points or views available from publicly accessible areas (e.g., public roadways, sidewalks, parks, trails, school, and civic or historic facilities) and not from private development or other private land uses (e.g., residences, businesses, or private yards/open space areas). In addition, views are not considered from vantage points in public open space areas that are not clearly or readily accessible (e.g., steep slopes or natural areas without clear, dedicated public trail access).

Project Site Visibility

The western terminus of Malaga Drive (approximately 123 feet amsl) provides the clearest and broadest view of the project site from any publicly accessible vantage point in the local vicinity. From the Malaga Drive terminus facing west-northwest (illustrated in Figure 4.1-1), views in the foreground include the project's site's chain-link fencing, the vegetated southern slope, and several mature, ornamental trees (see Photo H on Figure 4.1-1b). Views also include the project site's recreational field, asphalt pads, remnant shade structure, and on-site trees. Views in the background include the project site's steep, northwestern slope, as well as the structures and yards of adjacent single-family residential development to the south, west, and north. The northeastern areas of the project site can be observed from adjacent vantage points in the public rights-of-way on Roja Drive (see Photo G on Figure 4.1-1b) and Macario Drive/Monica Circle, roughly 200 feet south and west (respectively) of the Roja Drive/Macario Drive intersection. As illustrated in the view facing south on Monica Circle in Figure 4.1-1b (see Photo E), views from the Macario Drive/Monica Circle roadway to the interior of the project site are partially obstructed by mature pine trees located in the northeastern corner of the project site. In addition, views to the project site from northbound motorists on Macario Drive/Monica Circle are obstructed by the existing single-family residence and fencing at the corner of

the Macario Drive/Roja Drive intersection. As motorists approach the site from the north on Monica Circle, residences and intervening elevated terrain block the project site from view (views become available as southbound motorists travel adjacent to the northeastern corner of the project site).

As stated above, the project site is adjacent to an open space area to the southwest. According to the San Diego Geographic Information Source (SanGIS)/San Diego Association of Governments (SANDAG) data warehouse,[1] the open space area is not part of Libby Lake Park (SANDAG 2023). Furthermore, there are no public trails identified in the open space area in the City's General Plan Recreational Trail Element, County Community Trails Master Plan, or public database of trails maintained by the AllTrails application (i.e., alltrails.com) (City of Oceanside 2002, 2023b; County of San Diego 2005; AllTrails 2023). Based on public mapping imagery (i.e., Google Earth), there is no signage or clearly marked trail extension or link leading from the Libby Lake Park's public loop trail. For these reasons, views or potential vantage points from within the adjacent open space area are not further discussed or analyzed herein.

The Libby Lake Park loop trail varies in elevation from approximately 55 feet to 60 feet amsl, while the elevation of the southwestern project site boundary ranges from approximately 90 feet to 100 feet amsl. The areas of the park at higher elevations are either limited to steep slopes, which are not readily accessible, or are bounded by adjacent developments, which block views of the project site. For example, although the park's public ingress/egress from Casa Drive rises to approximately 77 feet amsl, views to the northwest are blocked or obstructed by adjacent buildings and structures associated with Libby Elementary School. Therefore, due to intervening development, vegetation (e.g., trees), and/or topography, the project site is not visible from the Libby Lake Park or the public loop trail under existing conditions. Other potential views of the project site from surrounding streets and sidewalks (e.g., from North Redondo Drive to the south, Marblehead Bay Drive to the east, and Claire Drive to the north) are blocked or obstructed by existing residential development (i.e., buildings, fences, trees, and other landscaping).

Scenic Vistas and Resources

A scenic vista is typically defined as a long-range and/or panoramic view from an identified view/vista point, public road, public trail, public recreational area, or scenic highway.[2] Views and vista points are particularly common in areas with contrasting elevations/topography (e.g., views of mountains and ridgelines from a valley floor, the ocean from a hillside area, or a distant city skyline from an elevated bridge or roadway). As discussed above, potential scenic views and vistas from private properties are not under consideration in this analysis. The City's General Plan does not explicitly designate or discuss any scenic outlooks or vista points (City of Oceanside 2002). However, the City's General Plan Environmental Resource Management Element identifies scenic open space (i.e., "visual open space") as a valuable visual element that should be preserved (City of Oceanside 2002). The Environmental Resource Management Element also inventories other open space areas, such as churches, parks, schools with their adjacent playgrounds and fields, golf courses, cemeteries, and churches, that contribute to "the rural residential quality that exists in the outlying areas" of the City (City of Oceanside 2002). Libby Lake Park and the former Pacifica Elementary School (discussed above) are both identified under this open space inventory and are included due to their existing dedication or use restrictions that ensure their preservation as open space (City of Oceanside 2002). It should be noted that when the General Plan Environmental Resources Management Element was prepared in 2002, the site was operating as Pacifica Elementary School, which was the reason for it being identified as part of the open space inventory; however, the school has since been closed and demolished. The site

1 The SanGIS/SANDAG "Parks" dataset represents a consolidation of parks datasets from the County of San Diego, incorporated cities (e.g., the City of Oceanside), San Diego Port District, SanGIS, and State Parks (SANDAG 2023).

2 Scenic highways are discussed in further detail below under "Scenic Routes."

is currently fenced off, highly disturbed, and does not contribute meaningful recreation, open space, or visual resources to the community., nor are there any conservation easements over the site. In addition, the site has become an attractive nuisance for vandalism and dumping. Visual open space resources identified in the City's General Plan include the Pacific Ocean, Buena Vista Lagoon, Camp Pendleton, San Luis Rey River, and Guajome Regional Park (City of Oceanside 2002). Relative to the project site, the Pacific Ocean is approximately 6 miles west, Buena Vista Lagoon is approximately 5 miles southwest, Camp Pendleton is approximately 0.8 miles northwest, San Luis Rey River is approximately 0.4 miles southeast, and Guajome Regional Park is approximately 1.4 miles southeast of the project site. In addition, the City's General Plan recognizes lakes and reservoirs as "aesthetically pleasing landscape features" (City of Oceanside 2002). Due to intervening distance, terrain, vegetation, and surrounding development, the project site is not currently visible from any of the City's visual open space areas, lakes, or reservoirs.

Scenic Routes

The project site is not located adjacent to, or in the vicinity of, a designated state scenic highway. The nearest officially designated state scenic highway, SR-52 as it travels adjacent to Mission Trails Regional Park (from approximately Santo Road in San Diego to Mast Boulevard in Santee), is located approximately 30 miles southeast of the project site (Caltrans 2023). SR-76, approximately 1 mile southeast of the project site, and Interstate 5, approximately 5 miles southwest of the project site, are the nearest eligible state scenic highways (Caltrans 2023). Due to intervening distance, development, and vegetation, the project site is not visible from SR-76, Interstate 5, or any other state scenic highway in the County.

Light and Glare

As the project site is currently vacant, it does not contain any existing sources of artificial lighting, with the exception of three pole-mounted lights located in a landscaped area fronting Macario Drive (approximately 20 feet northeast of the gated entry point/fence line on the northeast corner of the project site). Lighting in the immediate area consists of a limited number of streetlights (including one streetlight adjacent to the northeast corner of the project site), occasional and intermittent lights from nearby passing vehicles, residential outdoor (e.g., landscape) lighting, and indoor light from nearby residences. There is no artificial lighting present in the open-space area adjacent to the southwest of the project site.

4.1.2 Regulatory Setting

State

California Scenic Highway Program

California's Scenic Highway Program was created by the State Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic protection program (Caltrans 2023). The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The California Scenic Highway System includes a list

of highways that are officially designated as scenic highways or eligible for designation as scenic highways. As discussed above in Section 4.1.1, Existing Conditions, the project site is not visible from any eligible or designated state scenic highway (Caltrans 2023)

California Code of Regulations – Title 24: California Building Standards Code

Title 24, California Building Standards Code, consists of regulations to control building standards throughout the state. The following components of Title 24 include standards related to lighting:

Part 1: California Building Code and Part 3: California Electrical Code

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, parking lots, and paths of egress.

Part 6: California Energy Code

The California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. California Energy Code Section 130.2 sets forth requirements for outdoor lighting controls and luminaire cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, up light, and glare ratings in accordance with IES TM-15-11, Addendum A, and shall be provided with a minimum of 40% dimming capability activated to full by motion sensor or other automatic control. This requirement does not apply to streetlights for the public right-of-way, signs, or building façade lighting.

California Energy Code Section 140.7 establishes outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by the Lighting Zone, as defined in California Energy Code Section 10-114. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Façade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

California Energy Code Section 130.3 stipulates sign lighting controls with any outdoor sign that is on during both day and nighttime hours must include a minimum 65% dimming at night. Section 140.8 of the California Energy Code sets forth lighting power density restrictions for signs.

California Public Resources Code – Section 21071, Urbanized Area; Definitions

According to CEQA Statue (California Public Resources Code, Section 21071[a]), “urbanized area” means an incorporated city that meets either of the following criteria:

1. Has a population of at least 100,000 persons
2. Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons

Local

City of Oceanside General Plan

The City's General Plan does not include any specific elements related to aesthetics and visual resources. However, the City's General Plan Environmental Resources Management Element addresses visual resources by assessing the suitability of land for home site development based on natural criteria, including slope, drainage, erosion hazard, shrink-swell behavior, and rockiness. In addition, the Environmental Resources Management Element identifies existing "visual open space" and states that open space lands should be preserved to "maintain the rural residential quality that exists in the outlying areas" of the City (City of Oceanside 2002). Visual open space includes local resources such as the Pacific Ocean and Camp Pendleton (City of Oceanside 2002). The project site is not identified as within or adjacent to a visual open space. Visual open space resources identified in the Environmental Resources Management Element are outlined below:

- Pacific Ocean
- Camp Pendleton
- San Luis Rey River
- Mission San Luis Rey
- Rosicrucian Fellowship
- Cemetery
- Utility Easement
- Buena Vista Lagoon
- Hosp Grove
- Prince of Peace Abbey

Additionally, the City's General Plan Land Use Element includes policies related to land use compatibility, neighborhood character, site design, and natural resource management (City of Oceanside 2002). The Land Use Element addresses the relationship between development, community enhancement, and natural resource management. The project's conformance with the City's General Plan objectives and policies is addressed in Section 4.10, Land Use and Planning, of this Draft EIR. Applicable General Plan goals and policies related to the scenic quality are listed below.

Community Values Objective 1.1. To ensure the enhancement of long-term community and neighborhood values through effective land use planning.

Policy 1.1A. Land uses shall be attractively planned and benefit the community.

Policy 1.1B. Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.

Land Use Compatibility Objective 1.12. To minimize conflicts with adjacent or related land use.

Policy 1.12A. Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.

Policy 1.12B. The use of land shall not create negative visual impacts to surrounding land uses.

Policy 1.12C. The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.

Site Design Objective 1.2. To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.

Policy 1.2A. The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize:

1. Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and
2. The even circulation of natural breezes between and through all buildings; and
3. The quality of view and vistas from the site to the surrounding environment; and
4. The quality of views of the site from surrounding land uses; and
5. The public safety by eliminating designs that may harbor or hide detrimental activities.

Policy 1.2B. A combination of deep, landscaped setback areas, berms, and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.

Policy 1.2C. New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.

Policy 1.2G. All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.

Common Open Space Objective 1.21. To provide and maintain common open areas for a wide range of uses.

Policy 1.21A. Common open space must be accessible and usable by potential users of the common open space.

Policy 1.21B. Common open spaces within a project site shall be contiguous, unless it is found that segregation of the area and type of open spaces uses better serve the purposes of the General Plan and the project site.

Policy 1.21C. Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.

Landscaping Objective 1.22. The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.

Policy 1.22A. Existing mature trees shall be retained wherever possible.

Policy 1.22B. Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.

Policy 1.22F. A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use plant materials that will retard the spread of wild fire.

Architecture Objective 1.23. The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policy 1.23A. Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.

Policy 1.23B. Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.

Policy 1.23C. Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.

Topographic Resources Objective 1.24. To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.

Policy 1.24A. Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.

Policy 1.24F. Excessive cut and fill grading to create standard prepared pads shall be prohibited.

Policy 1.24G. Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.

Policy 1.24H. Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site.

Policy 1.24I. The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.

Policy 1.24N. Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.

Pedestrian System Objective 8.2. Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.

Pedestrian System Objective 8.3. Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear larks, greenbelts, and similar elements.

Vegetation and Wildlife Habitats Objective 1. Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.

City of Oceanside Municipal Code – Chapter 39 Light Pollution Regulations

Chapter 39 of the City of Oceanside Municipal Code restricts the permitted use of certain light fixtures that emit undesirable light rays into the night sky. This section of the municipal code regulates the usage of lighting intended for general illumination (Class II lighting) and the usage of decorative lighting, including building façade and landscape lighting (Class III lighting). For general illumination of parking lots, roadways, and security, low-pressure sodium lights are permitted as are other lights of 4050 lumens or less (similar lamp types are permitted for Class III [decorative] lighting). For all use types, permitted lighting shall be fully shielded where feasible and partially shielded in all other cases, and shall be focused to minimize light that would affect the night sky. Lastly, as stated in Section 39.8(c), all Class II lighting may remain illuminated all night, and pursuant to Section 39.8(d), all Class III lighting shall be off between 11:00 p.m. and sunrise.

City of Oceanside Zoning Ordinance

Article 17, PD Planned Development District (Inland)

Development of the project requires amending the City Zoning Ordinance. Currently, the entire property has a zoning designation of Public/Semipublic (PS), which does not allow for housing. A Zone Amendment is proposed that will designate the entire property as Planned Development (PD) with the Pacifica Planned Development Plan (PDP) serving as the regulating document. The requirements for a Planned Development are established in Article 17 of the Zoning Ordinance, with several sections governing the development of projects in this zone.

Section 1702, Land Use Regulations, states that no use, other than the existing use at the time of establishment of a PD District, shall be permitted except in accordance with a valid PDP.

Section 1703, Development Regulations, specifies the following regulations apply to development of a project within a PD District:

- Minimum Area: The minimum net area of a PD District shall be 4 acres.
- Residential Unit Density: The residential density allowed by the PD District shall not exceed the maximum density permitted by the General Plan.
- Performance Standards: The performance standards prescribed by Zoning Ordinance Section 3024 are applicable to development projects in the PD District zone. Section 3024 defines performance standards regarding noise, vibration, dust, odors, glare, and combustible, explosive, radioactive, and hazardous materials that apply to all use classifications in all zoning districts.

Section 1706(A) establishes the required findings that City Planning Commission is required to consider in order to make a recommendation for approval of a PDP.

1. The PDP or Specific Plan and the Development Plan are consistent with the adopted Land Use Element of the General Plan and other applicable policies and are compatible with surrounding development.
2. The PDP or Specific Plan and the Development Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if they were not approved.
3. Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the PDP or Specific Plan and the Development Plan.

4. The PDP or Specific Plan and the Development Plan include adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of the existing and planned systems.

Pacifica Planned Development Plan (Proposed)

A detailed description of the proposed project components is provided in Chapter 3 of this Draft EIR. As discussed therein, the project consists of development of 164 three-story attached townhomes. The proposed project site plan is illustrated in Figure 3-4, Site Plan, in Chapter 3. As shown in Figure 3-4, of the 14.55-acre site, 10.23 acres would be developed of the 12.82 net acres and would have a density of 12.8 dwelling units per acre. The approximately 4 acres that would not be developed consists of 20-foot to 30-foot-tall slopes along the southeastern and western portions of the project site. Townhomes would range in size from approximately 1,200 square feet to 1,800 square feet with two, three, or four bedrooms and an attached two-car garage. Townhomes would exhibit a range of four different building types and two complementary architectural styles, but all buildings would be approximately 38 feet in height, and none would exceed 40 feet in height, as per the proposed PDP (discussed in further detail in Chapter 3 of this Draft EIR). Conceptual elevations of the townhomes showing serval of the proposed building types and architectural styles are illustrated in Figure 4.1-2, Conceptual Architecture and Building Materials. A total of approximately 59,460 square feet of common open space and 23,950 square feet of private open space are proposed. Additionally, approximately 53% of the project site would be landscaped. Proposed landscaping is designed to take advantage of the existing slopes, with a plant palette slanted towards slope-stabilizing and drought-tolerant vegetation, including foothill sedge (*Carex tumulicola*), Pigeon Point coyote brush (*Baccharis pilularis 'Pigeon Point'*), and 24-inch box trees (e.g., Bloodgood London planetree [*Platanus x acerifolia 'Bloodgood'*] and native coast live oak [*Quercus agrifolia*]). The entrance at the corner of Monica Circle and Macario Drive would include the addition of trees and vegetation, including a small, publicly accessible pocket park.

Elevations, Building Heights, and Setbacks. Post grading, the elevations of the proposed townhomes at floor level would be approximately 100 feet to 105 feet amsl. With a proposed height of approximately 38 feet (and maximum allowable height of 40 feet, per the proposed PDP), this would result in proposed structures reaching approximately 140 feet to 145 feet amsl at the pinnacle rooflines. The relative height of the rooflines would be slightly below most of the rooflines of adjacent single-family residential development on the elevated slopes to the north, east, and southeast (which are approximately 140 feet to 155 feet amsl), and approximately in line with the rooflines of adjacent single-family development to the south (which are approximately 130 feet to 135 feet amsl for homes fronting North Redondo Drive). The development footprint of the proposed townhomes would also be setback from the property lines of adjacent single-family lots, with the PDP establishing minimum setbacks in these area ranging from 65 feet to 74 feet.[3] Based on the current site plan (illustrated in Figure 3-4), the townhomes adjacent to the project site's southern slope would be set back approximately 74–126 feet from the adjacent residential lots, with the exception of one residence near the project entry.

Wall and Fence Requirements. According to the proposed PDP, compliance with all wall and fence regulations set forth in the PDP are required, unless otherwise modified by a Development Permit. Proposed wall and fence requirements include the following:

- Walls, fences, and architectural screening elements will be compatible with the architectural treatment of the primary building on the parcel.

[3] The setback from the corner of Macario Drive and Monica Circle would be a minimum of 16 feet; however, there are no residences adjacent to this corner of the property line. All setbacks in areas of the project site adjacent to existing residential lots would be a minimum of 65 to 76 feet, with proposed setbacks from the southern residential lots of over 100 feet.

- No wall, fence, or landscaping element will interfere with intersection visibility, line of sight, or other safety issue.
- Blank walls are prohibited. Where screening or security walls (excluding wrought iron or other "open" fence types) are located within 10 feet of a public right-of-way, landscaping will be provided between the wall and the right-of-way to a minimum height of 4 feet to minimize opportunities for crime and unsafe conditions.

Landscaping Regulations. Pursuant to the proposed PDP, all required landscaping on the project site will be permanently maintained in a healthy and thriving condition, free from weeds, trash, and debris.

Article 30 Site Regulations

Article 30 of the Zoning Ordinance contains land use and development regulations, other than parking, loading, and sign regulations, that are applicable to sites in all or several districts (including the PD District).

Section 3019, Landscape, Irrigation, and Hydroseeding. This section establishes minimum standards and requirements for site landscaping and required planting areas. In accordance with Section 3019, all PD District projects are required to provide landscape plans prepared by a licensed landscape architect and required planting areas permanently maintained.

Section 3040, Fences and Walls. Per Section 3040(4)(d), any retaining wall over 4 feet in height and visible from a residential district, public right-of-way, park, or open space area must be an irrigated, "plantable" wall subject to the review and approval of the City. The height of a retaining wall must be included in calculating the maximum height limit of a wall or fence.

Article 3049, Urban Forestry Program. Article 3049 of the City Zoning Ordinance requires new development over 1 acre in size to provide a minimum tree canopy area of 12% and a minimum permeable surface area of 22%.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the CEQA Guidelines. According to CEQA Guidelines Appendix G, a significant impact related to aesthetics would occur if the project would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 Impacts Analysis

Would the project have a substantial adverse effect on a scenic vista?

The City's General Plan does not identify any designated scenic vistas within the project vicinity (City of Oceanside 2002). However, resources exhibiting particularly scenic qualities are identified in the City's General Plan as "visual open space" (City of Oceanside 2002). These areas include the Pacific Ocean, Buena Vista Lagoon, Camp Pendleton, San Luis Rey River, and Guajome Regional Park (City of Oceanside 2002). In addition, the City's General Plan recognizes lakes and reservoirs as "aesthetically pleasing landscape features," which could contribute to a scenic vista (City of Oceanside 2002). This would include Libby Lake Park, which includes a lake located approximately 1,000 feet southwest of the project site at its nearest point. As discussed above in Section 4.1.1, due to intervening distance, terrain, vegetation, and surrounding development, the project site is not visible from any of the City's visual open space areas, lakes, or reservoirs.

Although the project site previously supported the Pacifica Elementary School, the school was closed in 2007. Currently, the project site is vacant and is not publicly accessible. Elevated areas to the north, west, south, and southeast of the project site support residential development and ornamental landscaping (e.g., mature trees), which obstruct any long-range views of distant hillside areas from adjacent roadways, including any potential views of Camp Pendleton to the northwest. Libby Lake Park is not identified as "visual open space" in the City's General Plan (City of Oceanside 2002). However, as discussed above, the lake and surrounding park do have valuable visual qualities that could contribute to a scenic vista. Long-range views of or from this area are not available due to variable terrain, vegetation, and adjacent developed areas (discussed above in Section 4.1.1). However, mid-range views from Libby Lake Park looking northeast include natural open space areas that separate the park from the project site. Views of this area include wildland vegetation, natural hillslopes, and disturbed wetlands surrounded by multi- or single-family residential homes to the west, single-family residential homes to the east, and Libby Lake Elementary School to the southeast. Although not particularly broad or panoramic, these views and the natural features within them function as a valuable visual resource for the existing community. As such, mid-range views from Libby Lake Park looking northeast are considered an identified scenic vista for the purposes of this analysis.

While the northeastern boundary of Libby Lake Park has a maximum elevation of approximately 95 feet amsl, the lake and the adjacent public loop trail are situated at lower elevations ranging from 55 to 60 feet amsl. The intervening open space area between the park and the project site ranges in elevation from approximately 60 feet to 100 feet amsl in the northeast corner. As established above in Section 4.1.2, Regulatory Setting, proposed three-story townhomes on the project site would be approximately 38 feet in height, and none would exceed 40 feet, in accordance with the proposed PDP development standards. Colored elevations of proposed townhomes are presented on Figure 4.1-2. Considering proposed project site grading, the rooflines of proposed townhome would reach maximum elevations of between approximately 140 and 145 feet amsl.

Although the existing project site is not visible from Libby Lake Park, the rooflines of the proposed townhomes may be partially visible in northwest-oriented views from segments of the Libby Lake Park public loop trail. However, the rooflines of the proposed townhomes would be in line with the rooflines of adjacent single-family residential development on the elevated slopes to the north, east, and southeast of the project site (which are approximately 140 feet to 155 feet amsl and situated at a slightly elevated location relative to future townhome rooflines). Visibility would also be limited to a narrow view corridor, as the open space area northeast of the park slightly bottle necks before meeting the project site boundary, and existing development to the east and west is separated by an area of approximately 300 feet in width. As such, the proposed project would not substantially alter the existing visual character of the scenic vista available from Libby Lake Park, which currently includes and is influenced by adjacent

and surrounding single- and multifamily residential development. In addition, the intervening distance, terrain, vegetation (i.e., trees), and adjacent development between Libby Lake Park and the project site would obstruct most of the proposed project from view. Furthermore, the project site comprises a previously developed school site that is located northeast of the natural open space area and no off-site development activities are proposed. As such, implementation of the project would not have a substantial adverse effect on the scenic vista from Libby Lake Park. Therefore, impacts to scenic vistas would be **less than significant**.

Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As described in Section 4.1.1 above, the project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2023). Therefore, the project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and **no impacts** would occur.

In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

California Public Resources Code, Section 21071, defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of 2021, the City had an estimated population of 172,989, which is well over the 100,000-person threshold (U.S. Census Bureau 2023). Thus, the City would be considered an urbanized area per CEQA, and the analysis provided below considers the potential for the project to conflict with applicable City zoning and other regulations governing scenic quality set forth in the City's General Plan, City Code, and City Zoning Ordinance.

The City would use this Draft EIR and associated documentation in its decision to approve or deny required discretionary permits, including the General Plan Amendment, Zone Amendment, Tentative Map, and Development Plan. With City approval of the required discretionary permits, the project would not result in any Zoning Ordinance or General Plan conflicts that would lead to significant scenic quality impacts. For the reasons analyzed in further detail below, impacts are determined to be **less than significant.**

City of Oceanside General Plan

Although the project does not conform to the City's General Plan Land Use designation and a General Plan Amendment is required, the project is in conformance with General Plan's objectives and policies. The project's conformance with City's General Plan objectives and policies applicable to the project is addressed in Table 4.10-2 of Section 4.10 of this Draft EIR. Regarding General Plan Policy 1.2A related to the consideration of views from surrounding land uses during the placement of new buildings, analysis of potential scenic view and vista impacts is provided above, and the project would not have a substantial adverse effect on a scenic vista. As outlined in Table 4.10-2 of Section 4.10, the project would not conflict with the City's General Plan objectives and policies related to scenic quality (see listed policies in Section 4.1.2, above).

City of Oceanside Zoning Ordinance

Article 17, PD Planned Development District (Inland)

Development of the project requires amending the City Zoning Ordinance. Currently, the entire property has a zoning designation of PS, which does not allow for housing. A Zone Amendment is proposed that will designate the entire property as PD with the proposed PDP serving as the regulating document. In accordance with Zoning Ordinance Section 1702, no other uses are proposed other than those included within the project's proposed PDP. Per Section 1703, the minimum net area of a PD District is 4 acres, and the proposed project site has a net developable area of 12.82 acres. In addition, projects in the PD District must not exceed the maximum density permitted by the General Plan. The project proposes a General Plan Amendment to Medium Density Residential, which would allow up to 15 dwelling units per acre. The project proposes a density of 12.8 dwelling units per acre, which would not exceed the maximum density permitted by the General Plan under the proposed Medium Density Residential designation. Finally, the project would comply with all standards set forth in Section 3024 of the Zoning Ordinance regarding noise, vibration, dust, odors, glare, and combustible, explosive, radioactive, and hazardous materials. Therefore, the project would not conflict with applicable zoning.

Section 3019, Landscape, Irrigation, and Hydroseeding

Article 30, Section 3019, sets forth landscape regulations applicable to the project. The proposed PDP provides detailed landscape design guidelines to ensure attractive landscaping that is unique yet compatible with the surrounding community. Proposed landscaping is designed to provide a distinct visual character and enhance the project site. The preliminary landscaping plan is shown in Figure 3-7 in Chapter 3 of this Draft EIR. The landscaping on site is designed to take advantage of the existing slopes, with a plant palette that includes drought-tolerant plants and plants that would help stabilize the slopes over the long term. In addition to slope stabilization, new slope trees would help to visually buffer site development from adjacent off-site areas. Landscape areas adjacent to the proposed private driveway in the northeast corner of the project site would include 24-inch box size accent and street trees. Additional landscaping is provided throughout the project site including along internal walkways and greens and in the periphery of the site (see Figure 3-7). A large buffer to the existing open space area to the southwest would also be provided. A minimum 50-foot biological buffer and a minimum 50-foot planning buffer would be established at the outer edge of the open space area, and existing landscaping and vegetation in the area would be supplemented with new slope trees, columnar trees/shrubs, and native trees including sycamore and coast live oak. Final site plans and landscape plans would be subject to review and approval by the City. As such, the project and the installation of landscaping as presented in the Conceptual Landscape Plan would not conflict with the City Zoning Ordinance regulations pertaining to landscaping.

Section 3040, Fences and Walls

Retaining walls would be located at the northern and southeastern boundaries of the project site to support the slopes in these areas. The walls in these location would be approximately 12 and 13 feet in height, respectively. Per Section 3040(4)(d), the proposed PDP requires that, where screening or security walls (excluding wrought iron or other "open" fence types) are located within 10 feet of a public right-of-way, landscaping will be provided between the wall and the right-of-way to a minimum height of 4 feet to minimize opportunities for crime and unsafe conditions. Neither wall is located near a public right-of-way, and they would not be visible from the public right-of-way. As such, the project would not conflict with applicable Zoning Ordinance requirements regulating the scenic quality of walls and fencing.

Article 3049, Urban Forestry Program

Of the 37 existing, on-site trees, 16 would be removed, while the remaining 21 trees would be preserved in place. The 16 trees proposed for removal have a combined trunk width of 358 inches (measured as diameter at breast height for canopy trees and brown trunk height for palms). As illustrated in Figure 3-7, the project proposed to plant 248 new trees with a combined trunk width of 744 inches. This would result in a net growth of 232 trees on the project site with a combined trunk width of more than double the 16 existing trees proposed for removal. After project implementation, the proposed and existing trees to remain would be maintained by the homeowners association, as required by the proposed PDP.

The City's Urban Forestry Program requires new developments over 1 acre in size to provide a minimum tree canopy area of 12% and a minimum permeable surface area of 22%. As shown in Figure 3-7, the proposed project would exceed both requirements, providing 62,847 square feet of tree canopy coverage, or 18.9% (39,880 square feet would be required) and 336,283 square feet of permeable surface area, or 53% (139,436 square feet would be required). In accordance with the PDP, tree and landscape irrigation would comply with the City's Water Conservation Master Plan, and all required landscaping would be permanently maintained by the homeowners association in a healthy and thriving condition, free from weeds, trash, and debris. Therefore, the project would not conflict with applicable City regulations pertaining to the scenic quality of the urban forest.

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Construction activities associated with the project may occur Monday through Saturday, between 7:00 a.m. and 7:00 p.m., to comply with Section 6.25 of the City Code. As such, during most of the approximately 35-month construction period, nighttime lighting would not be required; however, during late fall and winter, lighting conditions may dictate that evening lighting operate at the project site to ensure the safety and security of construction workers. Due to the nature of construction, vehicles and equipment would move around the site (i.e., these elements would not be in any one location for a prolonged period) as individual phases of activity are completed. Thus, the temporary use of lighting in one area would not operate for an extended duration. Construction lighting, if needed, would be directed to specifically illuminate active areas of construction and would not extend into the later evening. Furthermore, although there are no existing, on-site light sources, the project site is in an urban setting where artificial lighting (e.g., lights from nearby passing vehicles, landscape lighting, and indoor light from nearby residences) is part of the existing, adjacent environment. Thus, the intermittent and occasional use of construction lighting on the project site would not substantially contrast with the existing lighting conditions of the adjacent environment.

Windows and exteriors of construction vehicles and equipment would represent temporary sources of potential localized glare capable of being received at off-site locations. Glare may be generated during hours of active construction and when vehicles and equipment are stored on site; however, due to the mobile nature of vehicles/equipment and relatively limited surface area of glare-inducing features (i.e., construction vehicle windows), glare is not anticipated to be received at any one location for a particularly long duration. Rather, glare generated by construction activities may be briefly experienced at off-site locations with views toward active areas of construction but would not be visible elsewhere in the visual landscape. In accordance with proposed PDP design standards, building materials would primarily consist of non-reflective building materials (e.g., wood, stone veneer, and stucco; see Figure 4.1-2) and would avoid materials and colors that present significant contrast with materials

used in the surrounding neighborhood. Additionally, as the project site is adjacent to residential development and public roadways, glare-inducing features such as windows and exteriors of motor vehicles are part of the existing, adjacent conditions. As such, the minimal and temporary sources of glare resulting from project construction equipment and materials would not be out of character with the existing, ambient environment. Due to the limited use of construction lighting, the mobile nature of construction activities, and existing sources of lighting and glare present in the surrounding environment under existing conditions, the project would not create a new source of substantial light or glare, and short-term construction impacts would be less than significant.

Operation

The project has the potential to create new light sources in the project area due to the introduction of new townhomes, roadways, landscaping, and associated infrastructure on a currently vacant site. Lighting for the project would be provided throughout the project site, affixed to building façades, along the pedestrian walkways, and in open space areas. Lights from motorists traveling to and from project site would be intermittent and occasional. Permanent lighting fixtures would consist of energy-efficient lighting that would be fully shielded and directed downward to minimize light trespass onto surrounding properties. All outdoor lighting would meet requirements outlined in Chapter 39 of the City Code (discussed above in Section 4.1.2) and would be appropriately shielded. Exterior lighting would be turned off during daylight hours. Street lighting featured throughout the site would be shielded to reduce lighting impacts to the surrounding residences and promote dark sky regulation compliance. Through compliance with the Code Chapter 39, proposed outdoor lighting would not substantially affect day or nighttime views.

The proposed project also has the potential to create new glare sources in the project area due to the introduction of new townhomes and associated infrastructure, including photovoltaic (solar) panels on the townhome roofs (in accordance with Project Design Feature PDF-5, discussed in Chapter 3 of this Draft EIR). Exact solar panel features for the project would be determined prior to building permit issuance. Although the proposed solar panels have the potential for glare during sunlight hours, solar panels are generally designed to absorb light not reflect it and typically generate glare only at acute angles. Furthermore, the installation of slope trees and other site landscaping along the site perimeter would help to partially block views to proposed townhome roofs from private off-site locations. The design and location of the solar panels would minimize the potential for glare to nearby neighbors and would not result in glare that would be experienced from any roads.

In accordance with proposed PDP design standards, building materials would primarily consist of wood, stone veneer, and stucco (see Figure 4.1-2) and would avoid materials and colors that present significant contrast with building materials used in the surrounding neighborhood. The sidings of the townhomes would be finished with neutral-colored stucco. Potential glare inducing materials such as polished metals or glass would be limited windows, accents, and trims.

For the reasons discussed above, the proposed project would not introduce any new sources of substantial light or glare that would differ substantially from light and glare sources in the existing surrounding area. Additionally, compliance with the City Code and implementation of PDP design features, which will be required as a condition of project approval, would ensure impacts related to light and glare would be **less than significant**.

4.1.5 Cumulative Analysis

Projects contributing to a cumulative aesthetic impact include those within the project viewshed. The viewshed encompasses the geographic area within which the viewer is most likely to observe the proposed project and

surrounding uses. Typically, this is delineated based on topography, as elevated vantage points, such as from scenic vistas, offer unobstructed views of expansive visible landscapes. As discussed above in Section 4.1.4, Impact Analysis, elevated areas to the north, west, south, and southeast of the project site support residential development and ornamental landscaping (e.g., mature trees), which obstruct any long-range views of distant hillside areas from adjacent roadways, including any potential views of Camp Pendleton to the northwest or other "visual open space" areas identified by the City. Due to intervening distance of at least 0.7 miles (i.e., the Nagata Property Rezone, which is the closest related project to the project site), relative topography, and existing development, the related project sites identified in Section 3.4, Cumulative Projects, of this Draft EIR are not within the proposed project viewshed (including the scenic vista available from Libby Lake Park). Therefore, the project's less-than-significant aesthetic impacts would not have the potential to incrementally contribute to a cumulatively significant aesthetic impact. In addition, the project site is not within view of any state scenic highways, and thus would have no potential to damage scenic resources within a state scenic highway. Furthermore, the proposed project would have no significant environmental impacts related to substantial adverse effects on a scenic vista, conflicts with applicable zoning (or regulations governing scenic quality), and/or substantial new sources of lighting or glare. For these reasons, cumulative impacts related to aesthetics would be **less than significant**.

4.1.6 Mitigation Measures

Impacts related to aesthetics because of project implementation are determined to be less than significant; therefore, no mitigation measures are required.

4.1.7 Level of Significance After Mitigation

No substantial impacts related to aesthetics were identified; therefore, no mitigation measures are required. Impacts related to aesthetics would be **less than significant**.

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SOURCE: SANGIS 2019; Open Street Maps 2022

DUDEK

0 100 200 Feet

FIGURE 4.1-1

Existing Conditions: Photo Key Map

Pacifica Project EIR

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Photo A

Photo B

Photo C

Photo D

SOURCE: Dudek 2023

FIGURE 4.1-1A

Existing Conditions: Project Site

Pacifica Project EIR

DUDEK

Path: Z:\Projects\10212\01\MAP\DOCDOC\DMENT\Visual\BoulderBrushMemo

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Photo E

Photo F

Photo G

Photo H

SOURCE: Google Earth 2022

FIGURE 4.1-1B

Existing Conditions: Off-Site Views to Project Site

Pacifica Project EIR

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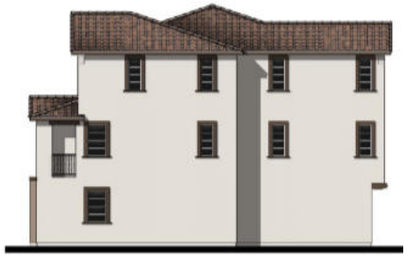
Front



Right

Rear

Left

Conceptual Architecture - 3-Plex Building Elevations

Front

Right

Rear

Left

Conceptual Architecture - 6-Plex Building Elevation "A"

Right

Front

Rear

Left

Conceptual Architecture - 8-Plex Building Elevation "B"

Color and Material Scheme 1

SOURCE: MLC Holdings 2022

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FIGURE 4.1-2

Conceptual Architecture and Building Materials

Pacifica Project EIR

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4.2 Air Quality

This section describes the existing air quality conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Pacifica Project (proposed project or project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in April 2023, which is included as Appendix C to this environmental impact report (EIR).

4.2.1 Existing Conditions

Environmental Setting

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California. The SDAB comprises the entire San Diego region and covers approximately 4,260 square miles (Appendix C).

Climate and Topography

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted. Meteorological and topographical conditions, however, are also important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of air pollutants. Meteorological and topographical factors that affect air quality in the SDAB are described below.

Climate within the SDAB area often varies dramatically over short geographical distances, with cooler temperatures on the western coast gradually warming to the east as prevailing winds from the west heats up. Most of Southern California is dominated by high-pressure systems for much of the year, which keeps San Diego County (County) mostly sunny and warm. Typically, during the winter months, the high-pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east; along with local weather, the topography influences the dispersal and movement of pollutants in the SDAB. The mountains to the east prevent dispersal of pollutants in that direction and help trap them in inversion layers.

The interaction of ocean, land, and the Pacific High-Pressure Zone maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

Site-Specific Meteorological Conditions

The average temperature ranges from mid-40°F to high 90°F. Most of the region's precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains (Appendix C).

Air Pollution Climatology

The SDAB is currently classified as a federal nonattainment area for 8-hour ozone (O_3) and a state nonattainment area for coarse particulate matter (particulate matter less than or equal to 10 microns in diameter; PM_{10}), fine particulate matter (particulate matter less than or equal to 2.5 microns in diameter; $PM_{2.5}$), and O_3.

The SDAB lies in the southwest corner of California, comprises the entire San Diego region, covers 4,260 square miles, and is an area of high air pollution potential. The SDAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High-Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. Another type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3, commonly known as smog.

Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SDAB are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from Los Angeles to San Diego County has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Sensitive Receptors

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the California Air Resources Board (CARB), include children, older adults, and people with cardiovascular and chronic respiratory diseases. According to SDAPCD, sensitive receptors are those who are especially susceptible to adverse health effects from exposure to toxic air contaminants, such as children, the elderly, and the ill. Sensitive receptors include residences, schools (grades kindergarten through 12), libraries, day care centers, nursing homes, retirement homes, health clinics, and hospitals within 2 kilometers of the facility. The closest sensitive receptors to the project site are single-family residences immediately adjacent on the northern and southern boundaries of the site (Appendix C).

Pollutants and Effects

"Criteria air pollutants" are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, NO_2, CO, sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. These pollutants are discussed in this section. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O_3 is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O_3 precursors. These precursors are mainly NO_x and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O_3 concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O_3 formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O_3 exists in the upper atmosphere O_3 layer (stratospheric O_3) and at the earth's surface in the troposphere.[1] The O_3 that the U.S. Environmental Protection Agency (EPA) and the CARB regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O_3 is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O_3. Stratospheric, or "good," O_3 occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the earth's atmosphere. Without the protection of the beneficial stratospheric O_3 layer, plant and animal life would be seriously harmed.

O_3 in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

Inhalation of O_3 causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O_3 can reduce the volume of air that the lungs breathe in, thereby causing shortness of breath. O_3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O_3 exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O_3 exposure. While there are relatively few studies on the effects of O_3 on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O_3 and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents, and adults who exercise or work outdoors, where O_3 concentrations are the highest, are at the greatest risk of harm from this pollutant.

Nitrogen Dioxide. NO_2 is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO),

[1] The troposphere is the layer of the earth's atmosphere nearest to the surface of the earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

which is a colorless, odorless gas. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher levels of exposure compared to children with lower exposure levels. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO_2 exposure, compared with the non-asthmatic population. Effects at levels

near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO_2 (above 1 part per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. Older people and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects.

SO_2 is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in particulate matter. People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO_2-induced increase in airflow resistance is greater than in healthy people, and it increases with the severity of their asthma. SO_2 is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Coarse particulate matter (PM_{10}) consists of particulate matter that is 10 microns or less in diameter and is about 1/7th the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter ($PM_{2.5}$) consists of particulate matter that is 2.5 microns or less in diameter and is roughly 1/28th the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOCs.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the blood stream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

A number of adverse health effects have been associated with exposure to both $PM_{2.5}$ and PM_{10}. For $PM_{2.5}$, short-term exposures (up to 24-hour duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.

Long-term exposure (months to years) to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM_{10} are less clear, although several studies suggest a link between long-term PM_{10} exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer.

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including IQ performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

Volatile Organic Compounds (VOCs). Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry-cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered toxic air contaminants (TACs).

Sulfates. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere and can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$.

Non-Criteria Pollutants

Toxic Air Contaminants (TACs). A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources and locations of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter (DPM). DPM is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70th the diameter of a human hair), and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. CARB classified "particulate emissions from diesel-fueled engines" (i.e., DPM) as a TAC in August 1998 (17 CCR 93000). DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM. To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000. Because it is part of $PM_{2.5}$, DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are children whose lungs are still developing and the elderly who often have chronic health problems.

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration

in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Valley Fever. Coccidioidomycosis, more commonly known as "Valley Fever," is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. The fungus is very prevalent in the soils of California's San Joaquin Valley, particularly in Kern County. Kern County is considered a highly endemic county (i.e., more than 20 cases annually of Valley Fever per 100,000 people) based on the incidence rates reported through 2016. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline, sandy soils.

San Diego County (County) is not considered a highly endemic region for Valley Fever, as the latest report from the County of San Diego Health and Human Services Agency Public Health Services indicated the County has 8.3 cases per 100,000 people. In the zip code area of the project site, the case rate is reported as 3.5 cases per 100,000 people.

4.2.2 Regulatory Setting

Federal

The federal air quality standards were developed per the requirements of the federal Clean Air Act, which is a law that was passed in 1970 and further amended in 1990. This law provides the basis for the national air pollution control effort. An important element of the act included the development of National Ambient Air Quality Standards (NAAQS) for major air pollutants.

The Clean Air Act established two types of air quality standards otherwise known as primary and secondary standards. Primary standards set limits for the intention of protecting public health, which includes sensitive populations such as people with asthma, children, and the elderly. Secondary standards set limits to protect public welfare to include the protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a State Implementation Plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

State

The California Clean Air Act was adopted in 1988 and establishes the state's air quality goals, planning mechanisms, regulatory strategies, and standards of progress.

Under the California Clean Air Act, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB is responsible for ensuring implementation of the California Clean Air Act, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. Pursuant to the authority granted to it, CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. Table 4.2-1 identifies both the NAAQS and CAAQS.

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
O_3	1 hour	0.09 ppm (180 μg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 μg/m³)	0.070 ppm (137 μg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 μg/m³)	0.100 ppm (188 μg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	0.053 ppm (100 μg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 μg/m³)	0.075 ppm (196 μg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 μg/m³)
	24 hours	0.04 ppm (105 μg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 μg/m³	150 μg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 μg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 μg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 μg/m³	12.0 μg/m³	15.0 μg/m³
Lead[j,k]	30-day Average	1.5 μg/m³	—	—
	Calendar Quarter	—	1.5 μg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 μg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 μg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 μg/m³)	—	—
Sulfates	24- hours	25 μg/m³	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

Source: CARB 2016.

Notes: O_3 = ozone; ppm = parts per million; μg/m³ = micrograms per cubic meter; — = not available or applicable; NO_2 = nitrogen dioxide; CO = carbon monoxide; SO_2 = sulfur dioxide; mg/m³ = milligrams per cubic meter; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; PST = Pacific Standard Time.

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter—PM_{10}, $PM_{2.5}$, and visibility-reducing particles—are values that are not to be exceeded. All others are not to be equaled or exceeded. The California Ambient Air Quality Standards (CAAQS) are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the primary and secondary NAAQS for O_3 were lowered from 0.075 ppm to 0.070 ppm.

[g] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as toxic air contaminants (TACs) with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 μg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Ambient Air Quality Monitoring Data

SDAPCD operates a network of ambient air monitoring stations throughout the County, which measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. SDAPCD monitors air quality conditions at 10 locations throughout the basin. The Marine Corps Base Camp Pendleton (Camp Pendleton) monitoring station represents the closest monitoring station to the project site for concentrations for O_3, $PM_{2.5}$, and NO_2. The Escondido monitoring station is the closest monitoring station for CO. The closest monitoring station for SO_2 and PM_{10} is the El Cajon monitoring station. Ambient concentrations of pollutants from 2019 through 2021 are presented in Table 4.2-2.

Table 4.2-2. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2019	2020	2021	2019	2020	2021
Ozone (O_3)										
Camp Pendleton	ppm	Maximum 1-hour concentration	State	0.09	0.075	0.094	0.074	0	0	0
	ppm	Maximum 8-hour concentration	State	0.070	0.065	0.074	0.059	0	3	0
			Federal	0.070	0.064	0.074	0.059	0	3	0
Nitrogen Dioxide (NO_2)										
Camp Pendleton	ppm	Maximum 1-hour concentration	State	0.18	0.053	0.058	0.059	*0*	*0*	*0*
			Federal	0.100	0.053	0.058	0.059	*0*	*0*	*0*
	ppm	Annual concentration	State	0.030	0.004	0.005	0.005	0	0	0
			Federal	0.053	0.004	0.005	0.005	0	0	0
Carbon Monoxide (CO)										
Escondido-Rancho Carmel Drive	ppm	Maximum 1-hour concentration	State	20	4.1	3.3	3.0	0	0	0
			Federal	35	4.1	3.3	3.0	0	0	0
	ppm	Maximum 8-hour concentration	State	9.0	2.5	1.7	1.8	0	0	0
			Federal	9	2.5	1.7	1.8	0	0	0
Sulfur Dioxide (SO_2)										
El Cajon	ppm	Maximum 1-hour concentration	Federal	0.075	0.001	0.002	0.002	0	0	0
	ppm	Maximum 24-hour concentration	State	0.04	0.000	0.000	0.000	0	0	0
			Federal	0.140	0.000	0.000	0.000	0	0	0
	ppm	Annual concentration	Federal	0.030	0.000	0.000	0.000	0	0	0
Coarse Particulate Matter (PM_{10})[a]										
El Cajon	$\mu g/m^3$	Maximum 24-hour concentration	State	50	38	55	40	0	0	0
			Federal	150	38	55	40	0	0	0
	$\mu g/m^3$	Annual concentration	State	20	19.3	23.5	22.0	—	—	—

Table 4.2-2. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2019	2020	2021	2019	2020	2021
Fine Particulate Matter ($PM_{2.5}$)[a]										
Camp Pendleton	μg/m³	Maximum 24-hour concentration	Federal	35	13.8	61.1	20.7	0 (0)	0 (0)	0 (0)
	μg/m³	Annual concentration	State	12	—	—	—	—	—	—
			Federal	12.0	—	—	9.5	—	—	—

Sources: CARB 2022; EPA 2022.

Notes: ppm = parts per million; μg/m³ = micrograms per cubic meter; — = not available or applicable; .

Data taken from CARB iADAM (http://www.arb.ca.gov/adam) and EPA AirData (http://www.epa.gov/airdata/) represent the highest concentrations experienced over a given year. Exceedances of federal and state standards are only shown for O_3 and particulate matter. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. All other criteria pollutants did not exceed federal or state standards during the years shown. There is no federal standard for 1-hour O_3, annual PM_{10}, or 24-hour SO_2, nor is there a state 24-hour standard for $PM_{2.5}$.

The Camp Pendleton monitoring station is located at 21441-W B Street, Oceanside, California.

The Escondido monitoring station is located at 600 East Valley Parkway, Escondido, California.

The El Cajon monitoring station is located at 10537 Floyd Smith Drive, El Cajon, California.

The San Diego – Rancho Carmel Drive monitoring station is located at 11403 Rancho Carmel Drive, San Diego, California.

[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

SDAB Attainment Designation

Pursuant to the 1990 Clean Air Act Amendments, EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. As previously discussed, these standards are set by EPA or CARB for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable."

The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are redesignated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on the CAAQS rather than the NAAQS.

Table 4.2-3 summarizes SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 4.2-3. SDAB Attainment Designation

Pollutant	Federal Designation	State Designation
O_3 (8-hour)	**Nonattainment**	**Nonattainment**
O_3 (1-hour)	Attainment[a]	**Nonattainment**
CO	Attainment	Attainment
PM_{10}	Unclassifiable[b]	**Nonattainment**
$PM_{2.5}$	Attainment	**Nonattainment**[c]
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen sulfide	(No federal standard)	Unclassified
Visibility-reducing particles	(No federal standard)	Unclassified
Vinyl chloride	(No federal standard)	No designation

Sources: SDAPCD 2022.
Notes: SDAB = San Diego Air Basin; O_3 = ozone; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide.
Attainment = meets the standards.
Nonattainment = does not meet the standards.
Unclassified or unclassifiable = insufficient data to classify.

[a] The federal 1-hour standard of 0.12 parts per million (ppm) was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in state implementation plans.

[b] At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

[c] The California Air Resources Board (CARB) has not reclassified the region to attainment yet due to (1) incomplete data, and (2) the use of non-California Approved Samplers (CAS). While data collected does meet the requirements for designation of attainment with federal $PM_{2.5}$ standards, the data completeness requirements for state $PM_{2.5}$ standards substantially exceed federal requirements and mandates and have historically not been feasible for most air districts to adhere to given local resources. The San Diego Air Pollution Control District (SDAPCD) has begun replacing most regional filter-based $PM_{2.5}$ monitors as they reach the end of their useful life with continuous $PM_{2.5}$ air monitors to ensure collected data meets stringent completeness requirements in the future. SDAPCD anticipates these new monitors will be approved as "CAS" monitors once CARB reviews the list of approved monitors, which has not been updated since 2013.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under AB 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) hazardous air pollutants. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

DPM is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases—gas and particle—both of which contribute to health risks. DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. CARB classified "particulate emissions from diesel-fueled engines" (i.e., DPM; 17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars, and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000).

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

HRAs are used to estimate health risk impacts to existing sensitive receptors from exposure to TAC emissions from construction of a project. HRAs also predict the potential exposure to future residents of the project from TAC emissions related to motor vehicles. HRA analyses use air dispersion modeling and Hotspots Analysis and Reporting Program Version 2 (HARP2) to evaluate potential health risks associated with a particular project.

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

San Diego Air Pollution Control District

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as "nonattainment areas" for that pollutant. Currently, there are 15 nonattainment areas for the federal O_3 standard and two nonattainment areas for the $PM_{2.5}$ standard; many areas are in nonattainment for PM_{10} as well. Therefore, California created the California SIP, which is designed to provide control measures needed to attain ambient air quality standards.

SDAPCD is the government agency that regulates sources of air pollution within the County and all cities within. Therefore, SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state O_3 standards, with control measures focused on VOCs and NO_x. Currently, San Diego is in "nonattainment" status for federal and state O_3, and state PM_{10} and $PM_{2.5}$. An attainment plan is available for O_3. The RAQS was adopted in 1992 and was updated in 2016, which was the latest update incorporating minor changes to the prior 2009 update.

The 2016 update mostly summarizes how the 2009 update has lowered NO_x and VOCs emissions, which reduces O_3 and clarifies and enhances emission reductions by introducing for discussion three new VOC and four new NO_x reduction measures. NO_x and VOCs are precursors to the formation of O_3 in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous 3 calendar years.

The RAQS is largely based on population predictions by the San Diego Association of Governments (SANDAG). Projects that produce less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the project produces unmitigable air quality emissions or if the project produces cumulative impacts

In December 2005, SDAPCD prepared a report titled Measures to Reduce Particulate Matter in San Diego County to address implementation of Senate Bill 656 in San Diego County, which required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$ (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

As stated previously, SDAPCD is responsible for planning, implementing, and enforcing the CAAQS and NAAQS in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD:

Federal Attainment Plans

In December 2016, SDAPCD adopted an update to the Eight-Hour Ozone Attainment Plan for San Diego County (2008 O_3 NAAQS). The 2016 Final Eight-Hour Ozone Attainment Plan for San Diego County indicates that local controls and state programs would allow the region to reach attainment of the federal 8-hour O_3 standard (1997 O_3 NAAQS) by 2018. In this plan, SDAPCD relies on the RAQS to demonstrate how the region will comply with the federal O_3 standard. The RAQS details how the region will manage and reduce O_3 precursors (NO_x and VOCs) by

identifying measures and regulations intended to reduce these pollutants. The control measures identified in the RAQS generally focus on stationary sources; however, the emissions inventories and projections in the RAQS address all potential sources, including those under the authority of CARB and EPA. Incentive programs for reduction of emissions from heavy-duty diesel vehicles, off-road equipment, and school buses are also established in the RAQS.

Currently, the County is designated as moderate nonattainment for the 2008 O_3 NAAQS and maintenance for the 1997 O_3 NAAQS. As documented in the 2016 Final Eight-Hour Ozone Attainment Plan for San Diego County, the County has a likely chance of obtaining attainment due to the transition to low emission cars, stricter new source review rules, and continuing the requirement of general conformity for military growth and the San Diego International Airport. SDAPCD will also continue emission control measures including ongoing implementation of existing regulations in O_3 precursor reduction to stationary and area-wide sources, subsequent inspections of facilities and sources, and the adoption of laws requiring Best Available Retrofit Control Technology for control of emissions.

State Attainment Plans

SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The RAQS for the SDAB was initially adopted in 1991 and is updated every 3 years. The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans.

On March 9, 2023, SDAPCD adopted the 2022 RAQS. The RAQS plan demonstrates how the San Diego region will further reduce air pollution emissions to meet state health-based standards for ground-level O_3. The 2022 RAQS guides SDAPCD in deploying tools, strategies, and resources to continue reducing pollutants that are precursors to ground-level O_3, including NO_x and VOCs. The 2022 RAQS emphasizes O_3 control measures but also identifies complementary measures and strategies that can reduce emissions of greenhouse gases (GHGs) and particulate matter. It also includes new analyses exploring O_3 and its relationship to public health, mobile sources, under-resourced communities, and GHGs and climate change. Further, the 2022 RAQS identifies strategies to expand SDAPCD regional partnerships, identify more opportunities to engage the public and communities of concern, and integrate environmental justice and equity across all proposed measures and strategies.

In regard to particulate matter emissions reduction efforts, in December 2005, SDAPCD prepared a report titled Measures to Reduce Particulate Matter in San Diego County to address implementation of Senate Bill 656 in San Diego County (Senate Bill 656 required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

SDAPCD Rules and Regulations

As stated above, SDAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD and would apply to the proposed project.

SDAPCD Regulation IV: Prohibitions, Rule 50: Visible Emissions. Prohibits any activity causing air contaminant emissions darker than 20% opacity for more than an aggregate of 3 minutes in any consecutive 60-minute period. In addition, Rule 50 prohibits any diesel pile-driving hammer activity causing air contaminant emissions for a period or periods aggregating more than 4 minutes during the driving of a single pile.

SDAPCD Regulation IV: Prohibitions, Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property.

SDAPCD Regulation IV: Prohibitions, Rule 55: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as trackout and carryout onto paved roads beyond a project site.

SDAPCD Regulation IV: Prohibitions, Rule 67.0.1: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Oceanside General Plan

The City of Oceanside (City) General Plan Circulation Element (City of Oceanside 2012a) and Land Use Element (City of Oceanside 2002) include various policies related to improving air quality (both directly and indirectly). Applicable policies are discussed below.

Circulation Element

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

Pedestrian Facilities

Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit-oriented development, traffic calming and reducing traffic congestion and greenhouse gas (GHG) emissions.

Intelligent Transportation System Technologies

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of TDM [transportation demand management] strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit

usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

Transportation Demand Management

Policy 4.9: The City shall look for opportunities to incorporate TDM [transportation demand management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

Land Use Element

Bicycle Facilities

Policy A: Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

Policy D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

1. Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

Pedestrian

Policy A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

Energy

Policy A: The City shall encourage the design, installation, and use of passive and active solar collection systems.

Policy B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

Oceanside Climate Action Plan and Energy and Climate Action Element

The City adopted its Climate Action Plan (CAP) on May 8, 2019 (City of Oceanside 2019). The CAP acts as a roadmap to address challenges of climate change within the City and outlines measures the City will take to make progress towards meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013; GHG emissions forecasts for 2020, 2030, 2035, 2040, and 2050; local GHG emissions reduction strategies and measures to help the City achieve the statewide targets; and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- By 2020, reduce GHG emissions levels to 5 metric tons carbon dioxide equivalent (MT CO_2e) per capita
- By 2030, reduce GHG emissions levels to 4 MT CO_2e per capita

- By 2040, reduce GHG emissions levels to 3 MT CO_2e per capita
- By 2050, reduce GHG emissions levels to 2 MT CO_2e per capita

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183.5, the CAP Checklist provides for streamlined review of projects subject to environmental review, offering an alternative to project-specific analysis of GHG emissions impacts.

4.2.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to air quality are based on CEQA Guidelines Appendix G. According to Appendix G, a significant impact related to air quality would occur if the proposed project would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CEQA Guidelines Appendix G (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether the proposed project would have a significant impact on air quality.

SDAPCD has not developed thresholds of significance for air quality and health risk; however, SDAPCD has provided emission levels under its permitting authority for new source review for which an air quality impact assessment is triggered. The County has reviewed SDAPCD's trigger levels, as well as EPA rulemaking, and CEQA thresholds adopted by the South Coast Air Quality Management District (SCAQMD) to develop screening level thresholds to assist lead agencies in determining the significance of project-level air quality impacts within the County. The City has chosen to apply the County's screening level thresholds for determining mass daily criteria air pollutant thresholds of significance. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds in Table 4.2-4 are exceeded. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 4.2-4 are exceeded.

Table 4.2-4. Air Quality Significance Thresholds

Construction Emissions	
Pollutant	**Total Emissions (Pounds per Day)**
Respirable Particulate Matter (PM_{10})	100
Fine Particulate Matter ($PM_{2.5}$)	55
Oxides of Nitrogen (NO_x)	250
Sulfur Oxides (SO_x)	250
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOC)	75*

Operational Emissions			
	Total Emissions		
Pollutant	Pounds per Hour	Pounds per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	—	100	15
Fine Particulate Matter ($PM_{2.5}$)	—	55	10
Oxides of Nitrogen (NO_x)	25	250	40
Sulfur Oxides (SO_x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC)	—	75*	13.7

Sources: SDAPCD 2016.
Notes: — = not available or applicable.
* The VOC threshold is based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley as stated in the San Diego County Guidelines for Determining Significance.

The thresholds listed in Table 4.2-4 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. The emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an "O_3 significance threshold" (i.e., the potential for adverse O_3 impacts to occur). This approach is used because O_3 is not emitted directly, and O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 4.2-4, the proposed project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

With respect to odors, SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that includes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

4.2.4 Impacts Analysis

Would the project conflict with or obstruct implementation of the applicable air quality plan?

SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the SDAB—specifically, the SIP and RAQS.[2] The federal O_3 maintenance plan, which is part of the SIP, was last updated in 2020. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1991 and was most recently updated in 2022. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of

[2] For the purpose of this discussion, the relevant federal air quality plan is the O_3 maintenance plan (SDAPCD 2012). The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the basin.

the development of their General Plans. The 2022 RAQS continues to build upon previous progress to reduce ground-level O_3 but also complements regional actions addressing GHGs and climate change.

If a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

The City's General Plan identifies the site as Civic Institution (CI), and the project site is zoned Public/Semipublic (PS). The existing land use designation and zoning allows for few permitted uses, with most uses requiring a use permit. The type of use is focused on public uses, such as hospitals, government offices, and schools. The project approvals would include a General Plan Amendment to revise the land use designation from CI to Medium Density Residential-B (MDB-R). A Zoning Amendment is also proposed to revise the current zoning from PS to Planned Development (PD), with the Pacifica Planned Development Plan serving as the regulating document. The Pacifica Planned Development Plan would result in the development of 164 multifamily residential units.

One measure of determining development consistency is focused on development intensity and attributes such as vehicle trips and vehicle miles traveled, which directly correlate to increases in criteria air pollutants. Based on the City's development code, the CI designation would allow for greater development intensity based on the generation of more vehicle trips and vehicle miles traveled as shown in Table 4.2-5, below. As such, the project would result in less criteria air pollutant emissions, and thus less-intensive uses, than development allowed under the existing CI designation.

Table 4.2-5. Development Intensity Comparison

Development	Land Use Developed	Residents	Employees	Total Vehicle Trips Per Year	Vehicle Miles Traveled
Proposed Project	164 multifamily residential units	469	0	467,200	4,458,040
Existing General Plan Land Use Designation (CI) and Zoning (PS)	Hospital (100 beds)	0	125	720,823	5,644,989
	Government Office (150)	—	250	883,430	6,918,419
	Highschool (1,000 students)	0	91	572,529	4,483,650

Sources: Appendix C.
Note: — = not available or applicable.

Another measure for determining consistency with development is to evaluate whether the population or employment growth is within previous forecasts. As described above, the SIP and RAQS rely on these growth projections to develop control strategies to meet air quality standards.

SANDAG produces a Regional Growth Forecast, which is important for developing regional plans and strategies mandated by federal and state governments, such as the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), the Program EIR for the RTP/SCS, the Air Quality Management Plan, the Federal Transportation Improvement Program, and the Regional Housing Needs Assessment (RHNA). The most recent RTP/SCS was adopted in December 2021 with a planning horizon of 2016 through 2050. The growth forecasts are appended to the RTP/SCS. Appendix F of the 2021 Regional Plan describes the trends in population, housing, and

employment. The San Diego region is expected to grow by nearly 437,000 people, and the growth in population will add about 440,000 jobs and more than 280,000 housing units (SANDAG 2021).

The forecast process includes two main phases. The first phase of the forecast is produced using California Department of Finance population projections and rates developed by SANDAG based on historic economic and demographic trends. The size and makeup of the working age population in the region and high labor force participation is used to project future job growth. The projected higher values in working age population, coupled with older residents staying in the labor force longer results in more jobs in the region by the end of the forecast period. Housing units and households in the region were forecasted based on rates developed from historical data as well as assumptions of housing unit development and household formation in the future. The second phase of the forecast allocates the forecasted growth down to the jurisdictions and smaller geographical areas. The subregional forecast distributes growth based on a variety of factors, including available capacity for housing and accessibility to jobs and transportation. SANDAG works with the region's 18 cities, the County, and other agencies that manage land use to understand local land use plans, such as General Plans, community plans, and Specific Plans, as well as constraints to development and already permitted projects to develop the subregional projections for housing and employment. Table 4.2-6 shows the population, housing units, and employment projections for the City and the San Diego region for the 2021 Regional Plan.

Table 4.2-6. Population, Housing, and Employment

Year	City of Oceanside			San Diego Region		
	Population	Housing Units	Employment	Population	Housing Units	Employment
2016	176,666	65,851	47,256	3,309,510	1,190,555	1,646,419
2025	178,385	67,816	48,317	3,470,848	1,288,216	1,761,747
2035	184,283	71,359	49,909	3,620,348	1,409,866	1,921,475
2050	184,283	71,359	50,756	3,746,073	1,471,299	2,086,318
Change in Number (2016–2050)	7,617 (4.3%)	5,508 (8.4%)	3,500 (7.4%)	436,563 (14.2%)	280,744 (23.6%)	439,899 (26.7%)

Source: SANDAG 2021, Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern.

As shown above, the project is expected to add 469 residents in 164 dwelling units. The added residents would represent approximately 6% of the anticipated population growth and 3% of the housing growth over the RTP/SCS planning horizon. Based on the above information, the increase in population and housing units would be well within the growth projections.

Furthermore, the most recent RHNA from SANDAG stated that Oceanside needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has an allocation of 1,268 very-low, 718 low, 883 moderate, and 2,574 above-moderate income units (SANDAG 2020). The project is expected to bring 164 market-rate dwelling units to market in 2026, which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021–April 2029). Therefore, the project would not conflict with SANDAG's regional growth forecast for the City.

Overall, the increase in the housing units and associated vehicle source emissions is not anticipated to result in air quality impacts that were not envisioned in the growth projections and RAQS, and the increase in residential units in

the region would not obstruct or impede implementation of local air quality plans. Based on the analysis above, implementation of the project would not result in development in excess of that anticipated in local plans or increases in population/housing growth beyond those contemplated by SANDAG. As such, vehicle trip generation and planned development for the project are considered to be anticipated in the SIP and RAQS. Because the proposed land uses and associated vehicle trips are anticipated in local air quality plans, the project would be consistent at a regional level with the underlying growth forecasts in the RAQS. Thus, impacts would be **less than significant**.

Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction Emissions

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (vendor and haul truck trips and worker vehicle trips). Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with construction activities were quantified using the California Emissions Estimator Model (CalEEMod). Default values provided by the program were used where detailed proposed project information was not available. A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles—is included in Appendix C.

Development of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, asphalt pavement application, and architectural coatings. As described previously, fugitive dust would be limited through compliance with SDAPCD Rule 55, which requires the restriction of visible emissions of fugitive dust beyond the property line.

Table 4.2-7 shows the estimated maximum unmitigated daily construction emissions associated with the construction phases of the project.

Table 4.2-7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Construction Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2024	29.4	39.8	33.1	0.08	16.3	5.61
2025	29.3	3.70	10.2	0.01	1.25	0.38
Maximum	**29.4**	**39.8**	**33.1**	**0.08**	**16.3**	**5.61**
County of San Diego threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Appendix C for complete results.
The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model (CalEEMod) and include fugitive dust mitigation (SDAPCD Rule 55).

As shown in Table 4.2-7, daily construction emissions for the project would not exceed SDAPCD's significance thresholds. Therefore, the project would have a **less than significant impact** related to emissions of criteria air pollutant emissions during construction.

Operational Emissions

Operation of the proposed project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources (vehicle trips), area sources (consumer products, landscape maintenance equipment), and energy sources. Pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates. CalEEMod default values were used to estimate emissions from the proposed project area and energy sources. The project includes a project design feature that prohibits all fireplaces. As such, CalEEMod area source emissions were adjusted to show no fireplaces used in residential development.

Table 4.2-8 presents the unmitigated maximum daily emissions associated with the operation of the project in 2026 after all phases of construction have been completed. Emissions represent maximum of summer and winter. "Summer" emissions are representative of the conditions that may occur during the O_3 season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

Table 4.2-8. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Mobile	2.64	2.13	20.3	0.05	1.72	0.33
Area	9.26	2.88	47.2	0.14	5.46	5.27
Energy	0.05	0.85	0.36	0.01	0.07	0.07
Total	**11.95**	**5.86**	**67.86**	**0.2**	**7.25**	**5.67**
County of San Diego threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
<0.01 = reported value is less than 0.01.
See Appendix C for complete results.
The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model (CalEEMod).

Air pollution is largely a cumulative impact and is cumulatively evaluated based on the air basin. The nonattainment status of regional pollutants is a result of past and present development, and SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Based on calculations presented in Tables 4.2-7 and 4.2-8, the proposed project would not exceed the mass emissions significance thresholds for VOCs, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ during operation, and therefore, project operational impacts are determined to be **less than significant.**

Would the project expose sensitive receptors to substantial pollutant concentrations?

Carbon Monoxide Hotspots

Mobile-source impacts occur on two basic scales of motion. Regionally, project-related travel will add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SDAB. Locally, project traffic will be added to the City's roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hot spots in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the basin is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The City does not have guidance regarding CO hotspots; as such, the County's CO hotspot screening guidance (County of San Diego 2007) was followed to determine whether the project would require a site-specific hotspot analysis. Per guidance, any project that would place receptors within 500 feet of a signalized intersection operating at or below level of service (LOS) E (peak-hour trips exceeding 3,000 trips) must conduct a hot spot analysis for CO. Likewise, projects that will cause road intersections to operate at or below a LOS E (i.e., with intersection peak-hour trips exceeding 3,000) will also have to conduct a CO hot spot analysis. The signalized intersection nearest to the project is located at Monica Circle/Project Driveway and Macario Drive. Per the Local Transportation Study prepared for the project, once the project is constructed, the intersection will be operating at LOS A with project traffic (Appendix L). The intersection of Vandegrift Boulevard/North River Road and North Redondo Drive, which is approximately 1,850 feet southeast of the project site, will be operating at LOS E in the AM peak hour and LOS F in the PM peak hour under both the 2025 and 2050 Scenarios with Project Conditions. Although this intersection will be operating at LOS E and higher, CO hotspots would not be expected for the following reasons.

Ambient CO levels are monitored at the Escondido-Rancho Carmel Drive air quality monitoring station, which is approximately 16 miles southeast of the project site. Ambient CO levels monitored at this monitoring station are representative of ambient CO concentrations in the project area and indicate that the highest recorded 1-hour concentration of CO is 4.1 ppm (the state standard is 20 ppm) and the highest 8-hour concentration is 2.5 ppm (the state standard is 9 ppm) during the past 3 years of available data (EPA 2022). As discussed above, the highest CO concentrations typically occur during peak traffic hours, so CO impacts calculated under peak traffic conditions represent a worst-case analysis.

Since the last update of SDAPCD's guidance (2007), the County has evaluated the potential for the growth anticipated under the General Plan Update to result in CO hot spots throughout the County. To do this, the County reviewed the CO hot spot analysis conducted by SCAQMD for their request to EPA for redesignation as a CO attainment area. In SCAQMD's analysis, they modeled the four most congested intersections identified in their basin (South Coast Air Basin [SCAB]), which included the following:

- Long Beach Boulevard and Imperial Highway – proximity to the Lynwood monitoring station, which consistently records the highest 8-hour CO concentrations in the SCAB each year
- Wilshire Boulevard and Veteran Avenue – the most congested intersection in Los Angeles County, with an average daily traffic (ADT) volume of 100,000 vehicles/day
- Highland Avenue and Sunset Boulevard – one of the most congested intersections in the City of Los Angeles

- **Century Boulevard and La Cienega Boulevard** – one of the most congested intersections in the City of Los Angeles

SCAQMD's analysis found that these intersections had an average 7.7 ppm 1-hour CO concentrations predicted by the models, which is only 38.5% of the 1-hour CO CAAQS of 20 ppm. Therefore, even the most congested intersections in SCAQMD's air basin would not experience a CO hot spot.

The air quality monitoring station closest to the most congested intersection in Los Angeles County (Wilshire Boulevard/Veteran Avenue) is the VA Hospital, West Los Angeles Station (Site ID 060370113) located at Wilshire Boulevard and Sawtelle Boulevard, approximately 0.5 miles to the southwest. Ambient CO levels monitored at this representative monitoring station are outlined in Table 4.2-9 for the original analysis year (2002) and the most recent year of available data (2021). As shown, there is noticeable improvement in background levels of CO since SCAQMD's regional hotspot analysis.

Table 4.2-9. Ambient Carbon Monoxide Concentrations for SCAQMD's Most Congested Intersection

Year	CO Concentration (ppm)	
	Maximum 1-hour	Maximum 8-hour
2002	4.3	2.7
2021	1.5	1.0

Source: EPA 2022.
Note: SCAQMD = South Coast Air Quality Management District; ppm = parts per million.

For the County of San Diego, there are no roadways/segments identified as deficient facilities under the worst-case traffic scenario that have an ADT greater than the 100,000 that was anticipated for the most congested intersection analyzed by SCAQMD. The most congested intersection in the County is Campo Road/SR-94 between Jamacha Boulevard and Jamacha Road in Valle De Oro. According to Table 5.23 of the Traffic and Circulation Assessment: County of San Diego General Plan Update (Wilson & Company 2009), this intersection has an ADT of 79,200, which is only 79% of the most congested intersection in the SCAB.

Regional access to the proposed project would be from Interstate (I) 15, which is located approximately 2 miles west of the project site. From I-15, main access to the project site would be provided by State Route (SR) 76, which is a two-lane state highway that runs east–west from the City to SR-79/Lake Henshaw. The County's General Plan Update Traffic and Circulation Assessment indicates that the segment from Old Hwy 395 to the I-15 southbound ramps on SR-76 has an ADT of 39,600, which is approximately 40% of the most congested intersection in the SCAB (Wilson and Company 2009). The additional trips anticipated with implementation of the proposed project (15,204 ADT) could increase ADT at this intersection to 54,804, which is still below the County's most congested intersection. This scenario assumes that each new daily trip generated by the proposed project would travel through the Old Highway 395/I-15 southbound ramps segment, which is unrealistic but provides an absolute worst-case scenario for conservative analysis. Even with this conservative assumption, project-generated trips would only represent 55% of the most congested intersection in the SCAB, which were determined to not experience a CO hot spot" according to SCAQMD's 2003 analysis.

In addition, the CO hot spot analysis performed by SCAQMD included emissions for 1997 and 2002. Both running exhaust emission factors and idling emission factors predicted by the EMFAC model decreased from 1997 through 2002 as outlined in Table 4.2-10 below. This decrease in CO emission factors is indicative of a phase-out of older

vehicles and increasingly strict emissions standards implemented by CARB. Emission factors for the County from the EMFAC2007 model, which were used in the General Plan Update analysis, indicated that running exhaust emissions of CO would be less than 6.708 grams of CO per mile in 2010. Continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion means that the potential for CO hotspots in the SDAB is likely to decrease.

Table 4.2-10. Carbon Monoxide Emission Factors Predicted by the EMFAC Model

Year	Carbon Monoxide (CO) Emission Factors (grams CO/mile)	
	Running Exhaust	Idling Exhaust
1997	13.13	2.43
2002	7.98	1.30

Source: EMFAC.

The County concluded in the General Plan Update (2011) that because the most congested intersections in San Diego are less congested than those from the SCAB, and because emissions of CO would be lower than those used in the SCAQMD analysis, CO concentrations would be lower within the County, and no CO hot spots are anticipated, as was concluded in the SCAQMD analysis.

Given that proposed development will not result in traffic that exceeds traffic volumes considered in the General Plan Update analysis, coupled with the considerably low level of CO concentrations in the project area, and continued improvements in vehicle emissions, the proposed project is not anticipated to result in CO hot spots. Consequently, implementation of the proposed project would not result in CO concentrations in excess of the health-protective CAAQS or NAAQS and as such would not expose sensitive receptors to significant pollutant concentrations or health effects. Therefore, impacts related to sensitive receptor exposure to substantial CO concentrations would be **less than significant**, and no mitigation measures are required.

Toxic Air Contaminants

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants. The greatest potential for TAC emissions during construction would be DPM emissions from heavy equipment operations and heavy-duty trucks, and the associated health impacts to sensitive receptors. Construction of the project would occur over a period of 21 months, and following completion of construction activities, project-related TAC emissions would cease. The closest sensitive receptors to the project site are single-family residences immediately adjacent to the northern and southern boundaries of the site. As such, a construction HRA was performed for the project as discussed below.

Based on results from the HRA, the maximally exposed individual residents off site would be located at the single-family residences to the northeast of the project site. Once the first phase of building construction is complete, on-site residents would be exposed to TAC emissions during the second phase of building construction. Notably, Title 24 requires the use of enhanced filtration through installation of heating, ventilation, and air conditioning systems with a minimum of MERV13 filtration. MERV13 filters can reduce particulate emissions by almost 70% (adjusting for time spent indoors). Compliance with regulatory standards would reduce the exposure of future on-site residents during construction of the remaining building phase. Table 4.2-11 summarizes the results of the HRA for proposed project construction, and detailed results are provided in Appendix C.

Table 4.2-11. Construction Activity Health Risk Assessment Results Prior to Mitigation

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Off Site				
Cancer Risk	Per Million	18.12	10.0	**Potentially Significant**
HIC	Not Applicable	0.01	1.0	Less than Significant
On Site				
Cancer Risk	Per Million	2.57	10.0	Less than Significant
HIC	Not Applicable	<0.01	1.0	Less than Significant

Source: Appendix C.
Notes: CEQA = California Environmental Quality Act; HIC = Chronic Hazard Index.

The results of the HRA demonstrate that the TAC exposure from construction diesel exhaust emissions would result in cancer risk above the 10 in 1 million threshold, and the Chronic Hazard Index less than 1 for off-site receptors. On-site receptors would be exposed to fewer TAC emissions from construction and a shorter duration of exposure. The cancer risk is less than the 10 in 1 million threshold, and the Chronic Hazard Index is less than 1 for on-site receptors. Therefore, TAC emissions from construction of the project would result in a **potentially significant** impact to off-site receptors, and thus mitigation is required. This impact would be mitigated to less than significant through the use of Tier 4 interim construction equipment, as described in **MM-AQ-1** (Tier 4 Interim Construction Equipment).

Health Effects

In December 2018, in the case of Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts or meaningfully explain why that analysis cannot be provided. As noted in the brief of amicus curiae by SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the state, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, meteorology and topography of the area, and location of receptors (worker and residence). The brief states that it may not be feasible to perform an HRA for airborne toxics that will be emitted by a generic industrial building that was built on “speculation” (i.e., without knowing the future tenant[s]). Even where an HRA can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer as a result of the project. The brief also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and, for the types of construction activities anticipated for project components, would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered **less than significant**.

Operation

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to determine if potential odors would have a significant impact. Examples of land uses and industrial operations that are commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing facilities, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. In addition to the odor source, the distance between the sensitive receptor(s) and the odor source, as well as the local meteorological conditions, are considerations in the potential for a project to frequently expose the public to objectionable odors. Although localized air quality impacts are focused on potential impacts to sensitive receptors, such as residences and schools, other land uses where people may congregate (e.g., workplaces) or uses with the intent to attract people (e.g., restaurants and visitor-serving accommodations) should also be considered in the evaluation of potential odor nuisance impacts. The project would include a residential development, which is not expected to produce any nuisance odors; therefore, impacts related to odors caused by the project would be **less than significant**.

4.2.5 Cumulative Analysis

In analyzing cumulative impacts from a project, the analysis must specifically evaluate the project's contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the CAAQS and NAAQS. If the project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the project components, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the project would only be considered to have a significant cumulative impact if its contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

Additionally, for the SDAB, the RAQS serves as the long-term regional air quality planning document for the purpose of assessing cumulative operational emissions within the basin to ensure the SDAB continues to make progress toward NAAQS and CAAQS attainment status. As such, cumulative projects located in the San Diego region would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Similarly, individual projects that are inconsistent with the regional planning documents on which the RAQS is based would have the potential to result in cumulative impacts if they represent development beyond regional projections.

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. The emissions of all criteria pollutants from the project's construction would be below the significance levels. Construction would be short term and temporary in nature, and activities would be considered typical of a residential project. Once construction is completed, construction-related emissions would cease. Operational emissions generated by the project would not result in emissions that exceed significance thresholds for any criteria air pollutant. As such, the project would result in less-than-significant impacts to air quality.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the SIP and RAQS serve as the primary air quality planning documents for the state and SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the County as part of the development of their General Plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. The project is consistent with the SANDAG growth projections. Thus, it would be consistent at a regional level with the underlying growth forecasts in the SIP and RAQS.

As a result, the project would not result in a cumulatively considerable contribution to regional O_3 concentrations or other criteria pollutant emissions. Cumulative impacts for construction and operation would be **less than significant** for the project.

4.2.6 Mitigation Measures

The following mitigation measure sets forth a program of air pollution control strategies designed to reduce the proposed project's air quality impacts during construction (**Mitigation Measure [MM] AQ-1**).

MM-AQ-1 Tier 4 Interim Construction Equipment**.** Prior to the commencement of any construction activities, the applicant or its designee shall provide evidence to the City of Oceanside (City) that for off-road equipment with engines rated at 300 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim or equivalent (i.e., Tier 4 Final or other diesel particulate filter control that achieves equal or increased coarse particulate matter [PM_{10}] exhaust reduction). An exemption from these requirements may be granted by the City if the applicant documents that equipment with the required tier is not reasonably available and equivalent reductions in PM_{10} exhaust emissions are achieved from other construction equipment. The applicant shall be responsible for preparation of a new air quality assessment demonstrating that health risks are below significance thresholds of 10 in 1 million with the revised equipment mix. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in the San Diego region were contacted and that those owners/operators confirmed Tier 4 equipment or equivalent could not be located within the San Diego region. The City shall review the exemption request and provide a determination within 10 business days from receipt of the request.

4.2.7 Level of Significance After Mitigation

The results of the HRA, and shown in Table 4.2-12, demonstrate that after implementation of **MM-AQ-1**, which requires use of Tier 4 equipment during construction, the TAC exposure from construction diesel exhaust emissions

would not result in cancer risk above the 10 in 1 million threshold, nor a Chronic Hazard Index greater than 1.0. As shown in Table 4.2-4, the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Thus, it is not expected the project's operational NO_x emissions would result in exceedances of the NO_2 standards or contribute to the associated health effects. CO tends to be a localized impact associated with congested intersections. The associated CO hot spots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant. PM_{10} and $PM_{2.5}$ would not contribute to potential exceedances of the NAAQS and CAAQS for particulate matter, would not obstruct the SDAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates. Therefore, overall health impacts associated with criteria air pollutants would be **less than significant**.

Table 4.2-12. Construction Activity Health Risk Assessment Results With Mitigation

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Off Site				
Cancer Risk	Per Million	9.06	10.0	Less than Significant
HIC	Not Applicable	<0.01	1.0	Less than Significant
On Site				
Cancer Risk	Per Million	2.57	10.0	Less than Significant
HIC	Not Applicable	<0.01	1.0	Less than Significant

Source: Appendix C.
Notes: CEQA = California Environmental Quality Act; HIC = Chronic Hazard Index.

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4.3 Biological Resources

This section describes the existing biological resources of the project site and off-site improvement areas, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project). The following analysis is based on the Biological Technical Report prepared for the proposed project by Dudek in November 2022. The Biological Technical Report is included as Appendix D of this environmental impact report (EIR).

4.3.1 Existing Conditions

The approximately 14.55-acre project site encompasses the former Pacifica Elementary School site. The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake and modular structures were used until the school closed in 2007. The site is not currently being used for any other functions. Although no walled structures remain, the site now includes remnant pavement, a parking lot, playground areas, curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department. There are scattered, mature, non-native ornamental trees throughout this area. The edges of the project site are bounded by approximately 20-foot to 30-foot slopes that climb gradually to existing single-family homes on the north, south, east, and northwest perimeters. The site slopes downward slightly in the southwest towards an adjacent open space area. The field and the slopes are predominantly composed of non-native, invasive plant species. In total, two vegetation communities/land covers were mapped within the project site, disturbed habitat and urban/developed, which are discussed in more detail below. Elevations on site range from approximately 80 above mean sea level (amsl) to 120 feet amsl.

Four soil map units occur within the overall project site; however, only three soil types are mapped within the proposed development footprint: Grangeville fine sandy loam, 0% to 2% slopes; Las Flores sandy loam, 2% to 9% slopes; and Las Flores loamy fine sand, 15% to 30% slopes, eroded (USDA 2022a). The other soil type is located on the extreme southern perimeter of the site where no impacts are proposed. Las Flores soils are usually slightly acidic, loamy sands on gentle to strong slopes; they are found on marine terraces at elevations of less than 700 feet amsl. Grangeville soils are on alluvial fans and floodplains at elevations of 0 to 1,800 feet. They are formed in moderately coarse-textured alluvium dominantly derived from granitic rock sources (USDA 2022a).

The entire project site is within the Carlsbad Hydrological Unit (904.00) Loma Alta Hydrological Area (904.10). A very small section of the northwestern edge of the project site is within the San Luis Rey Hydrologic Unit (903.00) Lower San Luis Hydrological Aera (903.11). Hydrology within the review area is typical of other developed and disturbed environs in northern San Diego County (County). Water falling as precipitation throughout the project site likely percolates into the ground. There is also a small in-ground drainage grate in the extreme southwest corner of the site, which likely catches water in this localized area before it leaves the site. This area was reviewed for potential wetlands or non-wetland waters (jurisdictional aquatic features), and none were observed.

4.3.1.1 Methodology

The biological report prepared for the project was based on a review of pertinent literature, aerial photographs, and a field investigation.

Literature Review

Special-status plant and wildlife species present or potentially present in the project site were identified through a desktop literature search using the following sources: California Natural Diversity Database occurrence data[1] (CDFW 2022a), the Rare Plant Inventory[2] (CNPS 2022), U.S. Fish and Wildlife Service (USFWS) occurrence data and critical habitat (USFWS 2022), and the San Diego Geographic Information Source (SanGIS 2022). Additionally, the U.S. Department of Agriculture's Natural Resources Conservation Service Web Soil Survey (USDA 2022a) was reviewed to determine soil types that exist within the boundary of the project site, and a review of current and historical aerial photography was conducted to identify any potentially jurisdictional aquatic resources based on aerial signatures.

General information regarding wildlife species present in the region was obtained from Unitt (2004) for birds, Tremor et al. (2017) for mammals, and Stebbins (2003) and California Herps (CaliforniaHerps.com 2022) for reptiles and amphibians.

Site Reconnaissance Survey

The reconnaissance survey and vegetation mapping were completed in 2021 by Dudek biologists, and the site was visited again in 2022 to review the conditions. Dudek biologists traversed the entire project site by foot and performed a general inventory of plant and animal species detected by sight, calls, tracks, scat, or other signs. If detected during the reconnaissance survey, plant and wildlife species commonly accepted as regionally sensitive by the California Native Plant Society (CNPS), the California Department of Fish and Wildlife (CDFW), and USFWS were recorded.

Vegetation Mapping

Vegetation communities were evaluated within the biological study area on an aerial map at a 200 scale (1 inch equals 200 feet). These boundaries and locations were digitized and downloaded by Dudek geographic information system technicians using ArcGIS software. Vegetation communities and land covers were mapped using the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986) as modified by the County and noted in Vegetation Communities of San Diego County (Appendix D).

Plants

All native and naturalized plant species encountered during field surveys were identified and recorded. Scientific and common names for plant species with a California Rare Plant Rank (CRPR; formerly CNPS List) follow the CNPS Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2022). For plant species without a California Rare Plant Rank, scientific names follow the Jepson Interchange List of Currently Accepted Names of Native and Naturalized Plants of California (Jepson Flora Project 2022), and common names follow the U.S. Department of Agriculture Natural Resources Conservation Service Plants Database (USDA 2022b). A cumulative list of plant species observed in the project site is presented in Appendix D. This list is not all-inclusive in that it does not include a comprehensive list of all the ornamental species observed.

[1] U.S. Geological Survey 7.5-minute Morro Hill quadrangle and surrounding eight quadrangles: Bonsall, Fallbrook, Temecula, San Luis Rey, San Marcos, Oceanside, Las Pulgas Canyon, and Margarita Creek.

[2] U.S. Geological Survey 7.5-minute Morro Hill quadrangle and surrounding eight quadrangles: Bonsall, Fallbrook, Temecula, San Luis Rey, San Marcos, Oceanside, Las Pulgas Canyon, and Margarita Creek.

Wildlife

The entire site was surveyed to identify and record all wildlife species, as detected by sight, calls, tracks, scat, or other signs. Binoculars (7×50 power) were used to aid in the identification of observed wildlife. In addition to species observed, expected wildlife use of the site was determined according to known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. No trapping or focused surveys for special-status or nocturnal species were conducted. Latin and common names of animals follow Crother (2017) for reptiles and amphibians, American Ornithological Society (AOS 2018) for birds, Wilson and Reeder (2005) for mammals, and North American Butterfly Association (NABA 2016) or San Diego Natural History Museum (SDNHM 2002) for butterflies. A cumulative list of wildlife species observed within the site is presented in Appendix D.

Special-Status Species

Special-status biological resources are defined as follows: (1) species that have been given special recognition by federal, state, or local conservation agencies and organizations due to limited, declining, or threatened population sizes; (2) species and habitat types recognized by local and regional resource agencies as special status; (3) habitat areas or vegetation communities that are unique, are of relatively limited distribution, or are of particular value to wildlife; (4) wildlife corridors and habitat linkages; or (5) biological resources that may or may not be considered special status but are regulated under local, state, and/or federal laws.

Special-status plant species considered in this report are those that are (1) species listed by federal and/or state agencies, proposed for listing as threatened or endangered, or are candidate species (CDFW 2022a); (2) species with a CRPR (CNPS 2022); or (3) species listed on the Oceanside Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

No focused surveys for special-status plants or wildlife were conducted as the proposed development footprint, site conditions (existing habitat, soils, and elevation), and site surroundings did not warrant them. There were no incidental detections of any sensitive plant or wildlife species, either through sight, calls, tracks, scat, or other signs.

4.3.1.2 Existing Biological Resources

Vegetation Communities

One vegetation community and one land cover type were identified within the project site. As shown in Table 4.3-1 below, disturbed habitat makes up the majority of the site and includes the field area and slopes along the edges of the site. Developed land is the next largest land cover type and consists mainly of the remnant paved areas associated with the old elementary school. Figure 4.3-1, Vegetation Communities and Land Cover Types, also shows these vegetation communities and land covers.

Table 4.3-1. Vegetation Communities and Land Covers

Vegetation/Land Cover Type	Total Acreage
Disturbed Habitat	9.28
Urban/Developed	5.27
Total:	**14.55**

Source: Appendix D.

Disturbed Habitat

Disturbed habitat are areas that have been physically disturbed and are no longer recognizable as a native or naturalized vegetation association; however, these areas may continue to retain soil substrate. If vegetation is present, it is almost entirely composed of non-native vegetation, such as ornamentals or ruderal exotic species (Oberbauer et al. 2008). Examples of these areas may include graded landscapes, graded firebreaks, graded construction pads, temporary construction staging areas, off-road-vehicle trails, areas repeatedly cleared for fuel management, or areas that are repeatedly used in ways that prevent revegetation (e.g., parking lots, trails that have persisted for years).

Disturbed areas occupy 9.09 acres on site and are predominantly located within western half of the project site as well as along the northern, southern, and eastern slopes. The large field that is regularly mowed along the western side is dominated by Russian thistle *(Salsola tragus*), Bermuda grass (*Cynodon dactylon*), telegraph weed (*Heterotheca grandiflora*), and various species of bromes (*Bromus* sp.). Also present to a lesser extent is Australian saltbush (*Atriplex semibaccata*), prickly lettuce (*Lactuca serriola*), and Menzies' golden bush (*Isocoma menziesii*). Along the slopes, the dominant species include hottentot fig (*Carpobrotus edulis*), wild oat *(Avena barbata*), Russian thistle, and various bromes and mustards (*Brassica* sp. and *Hirschfeldia* sp.). There were several scattered native coyote brush (*Baccharis pilularis*) individuals along the perimeter slopes as well. Several non-native trees, such as Brazilian peppertree (*Schinus terebinthifolius*), liquid amber (*Liquidambar styraciflua*), Mexican fan palm (*Washingtonia robusta*), and eucalyptus, are also located along the slopes and edges of the disturbed habitat areas that were planted for ornamental landscaping.

One small patch of disturbed, flat-topped buckwheat (*Eriogonum fasciculatum*) occupies a portion of the disturbed habitat, growing within the project site's western slope, interspersed within a larger swath of hottentot fig. Flat-topped buckwheat is a near monoculture community that usually results from disturbance and often occurs in the coastal and foothill area of the County (Oberbauer et al. 2008). Within the project site, this vegetation is not functioning as a native vegetation community due to the high disturbance, patchy cover, and small size. Therefore, this 0.19-acre area is identified on Figure 4.3-1, but the area is included as disturbed habitat.

Urban/Developed Land

Urban or developed land covers refer to areas that have been constructed on or otherwise physically altered to the point where vegetation is no longer present. Urban or developed areas are characterized by permanent or semi-permanent structures, hardscapes, and landscaped areas that require irrigation (Oberbauer et al. 2008).

Developed areas occupy 5.27 acres on site and are predominantly located within eastern half of the project site and include the remnant paved areas associated with the old Pacifica Elementary School, including the parking lot playground areas, curbs, sandbox, and four-post shade structure. There are several non-native shrubs and trees, including junipers (*Juniperus* sp.), pines (*Pinus* sp.), and Japanese elm (*Ulmus parvifolia*), in this area that were planted for ornamental landscaping.

Flora and Fauna

A total of 31 plants were observed during 2021 and 2022 surveys, including 6 native (19%) and 25 non-native (81%) species. A cumulative list of plant species observed by Dudek is presented in Appendix D. Latin and common names for plant species with a CRPR follow the CNPS Inventory of Rare, Threatened, and Endangered Plants of California. For plant species without a CRPR, Latin names follow the Jepson Interchange List of Currently Accepted

Names of Native and Naturalized Plants of California (Jepson Flora Project 2022), and common names follow the California Natural Community list.

A total of eight wildlife species were observed during 2021 and 2022 surveys, all of which were birds commonly found in the region. All wildlife species observed or detected during the surveys were recorded and are presented in Appendix D. Latin and common names of animals follow Crother (2017) for reptiles and amphibians, American Ornithological Society (AOS 2018) for birds, Wilson and Reeder (2005) for mammals, and North American Butterfly Association (NABA 2016) or San Diego Natural History Museum for butterflies.

Special-Status Plants

No special-status plants were observed during surveys in 2021 or 2022. No special-status plants are expected to occur within the project site. Out of an abundance of caution, a search of CDFW and USFWS databases was conducted for the following species as they are known to occur in disturbed soils.

This search indicated that the nearest known occurrence of thread-leaved brodiaea (*Brodiaea filifolia*), listed as a California endangered 1B.1 rare plant, is approximately 1.5 miles away near Windmill Canyon within the Marine Corps Base Camp Pendleton. The nearest known occurrence of Orcutt's brodiaea (*Brodiaea orcuttii*), also listed as a California endangered 1B.1 rare plant, is approximately 3.8 miles northwest, also within Camp Pendleton. In addition, the site does not contain clay soils, so the likelihood of brodiaea occupation is not expected. Lastly, the site has a long history of disturbance and repeated mowing. Cumulatively, all of these factors create an environment on site that is not likely to support these species, and therefore they are not expected to occur on site.

A search of the California Natural Diversity Database occurrences shows a record of Parry's tetracoccus (*Tetracoccus dioicus*), listed as a California endangered 1B.2 rare plant, overlapping the site in 1966. Parry's tetracoccus typically occurs in coastal sage scrub and chaparral; this habitat type does not currently exist on the site but may have been present historically as the elementary school was opened in 1980. Due to the large span of time since the species was documented on site (over 50 years), coupled with the repeated disturbance and regular mowing, the project site is not likely to support this species, and therefore it is not expected to occur on site.

There is no federally designated critical habitat for special-status plants located within the project site.

Special-Status Wildlife

No special-status wildlife were observed during surveys in 2021 or 2022. No special-status wildlife species are expected to occur within the project site. A discussion of sensitive species that have either been documented in the vicinity or have historically been present in the vicinity is included below.

A search of the California Natural Diversity Database shows records of two different sensitive wildlife species overlapping the site: tricolored blackbird (*Agelaius tricolor*) and Stephens' kangaroo rat (*Dipodomys stephensi*). The Stephens' kangaroo rat record overlapping the site is from 1988. It is highly unlikely that this species remains in the area due to the nature of the heavy residential development and disturbance in the area and on the site, which has greatly reduced the species' habitat. The tricolored blackbird was recorded in the area most recently in 2014, likely due to the close proximity of the marsh and Little Libby Lake. The species may seldomly fly over or land on the site but is not expected to remain on site as there is no suitable habitat for breeding or foraging.

Additionally, there is no federally designated critical habitat for special-status wildlife located within the project site or in the immediate vicinity.

Jurisdictional Resources

No potential wetland or non-wetland waters, jurisdictional aquatic features, or associated riparian habitat were documented within the project site.

Wildlife Corridors/Habitat Linkages

The project site is located outside of the Wildlife Corridor Planning Zone designated by the Oceanside Subarea Plan (City of Oceanside 2010). The site is almost completely surrounded by development, which limits movement of larger mammals. The project site is also relatively isolated from large undeveloped areas as well as habitat preserves and does not support habitat essential for the movement of wildlife species.

Urban-adapted species that could commonly occur in the disturbed areas within the project site include California ground squirrel (*Spermophilus [Otospermophilus] beecheyi*), desert cottontail (*Sylvilagus audubonii*), coyote (*Canis latrans*), western fence lizard (*Sceloporus occidentalis*), common side-blotched lizard (*Uta stansburiana*), horned lark (*Eremophila alpestris*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), and killdeer (*Charadrius vociferus*). These species may use the project site as a local foraging location while utilizing the adjacent park and lake.

4.3.2 Regulatory Setting

Federal

Endangered Species Act

The federal Endangered Species Act (ESA) of 1973 (16 USC 1531 et seq.), as amended, is administered by USFWS for most plant and animal species and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. This legislation is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend and to provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. The ESA defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.” Under the ESA, it is unlawful to “take” any listed species; “take” is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”

The ESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States. The term “adjacent wetlands” (a subset of waters of the United States) is defined in Title 33 of the Code of Federal Regulations, Section 328.3(c)(16), as “areas that

are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." In the absence of wetlands, the limits of U.S. Army Corps of Engineers jurisdiction in non-tidal waters, such as intermittent streams, extend to the ordinary high water mark, which is defined in Title 33 of the Code of Federal Regulations, Section 328.3(c)(7) as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was originally passed in 1918 as four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The primary motivation for the international negotiations was to stop the "indiscriminate slaughter" of migratory birds by market hunters and others. Each of the treaties protects selected species of birds and provides for closed and open seasons for hunting game birds. The MBTA protects over 800 species of birds and prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the MBTA, "take" is defined as pursuing, hunting, shooting, capturing, collecting, or killing, or attempting to do so (16 USC 703 et seq.). In December 2017, Department of the Interior Principal Deputy Solicitor Jorjani issued a memorandum (M-37050) that interprets the MBTA to prohibit only intentional take. Unintentional or accidental take is not prohibited (DOI 2017). Additionally, Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, requires that any project with federal involvement address impacts of federal actions on migratory birds with the purpose of promoting conservation of migratory bird populations (66 FR 3853–3856). The Executive Order requires federal agencies to work with USFWS to develop a memorandum of understanding. USFWS reviews actions that might affect these species.

Two species of eagles that are native to the United States, bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*), were granted additional protection within the United States under the Bald and Golden Eagle Protection Act (16 USC 668–668d) to prevent the species from becoming extinct.

State

California Department of Fish and Game Code

Section 3511, Birds; Section 4700, Mammals; Section 5050, Reptiles and Amphibians; and Section 5515, Fish, of the California Fish and Game Code provide that designated fully protected species may not be taken or possessed without a permit. Incidental take of these species is not authorized by law.

Pursuant to Section 3503.5 of the California Fish and Game Code, it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy any nest or eggs of such birds. Birds of prey refer to species in the orders Falconiformes and Strigiformes.

Nests of all other birds (except English sparrow [*Passer domesticus*] and European starling [*Sturnus vulgaris*]) are protected under Sections 3503 and 3513 of the California Fish and Game Code.

Pursuant to Section 1602 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, and changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife.

Diversion, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife requires authorization from CDFW by means of entering into an agreement pursuant to Section 1602 of the California Fish and Game Code.

California Endangered Species Act

CDFW administers the California Endangered Species Act (CESA), which prohibits the "take" of plant and animal species designated by the California Fish and Game Commission as endangered or threatened in the state of California. Under CESA Section 86, take is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA Section 2053 stipulates that state agencies may not approve projects that will "jeopardize the continued existence of any endangered species or threatened species, or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy."

CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the [California Fish and Game] Commission as rare on or before January 1, 1985, is a threatened species." A candidate species is defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the Commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list." CESA does not list invertebrate species.

CESA authorizes the taking of threatened, endangered, or candidate species if take is incidental to otherwise lawful activity and if specific criteria are met. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed species that are also state-listed species. In certain circumstances, CESA allows CDFW to adopt a CESA incidental take authorization as satisfactory for California Environmental Quality Act (CEQA) purposes based on a finding that the federal permit adequately protects the species and is consistent with state law.

A CESA permit may not authorize the take of "fully protected" species that are protected in other provisions of the California Fish and Game Code, discussed further below.

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne Act) protects water quality and the beneficial uses of water. It applies to surface water and groundwater. Under this law, the State Water Resources Control Board develops statewide water quality plans and the Regional Water Quality Control Boards develop regional basin plans that identify beneficial uses, water quality objectives, and implementation plans. The Regional Water Quality Control Boards have the primary responsibility to implement the provisions of statewide plans and basin plans. Waters regulated under the Porter–Cologne Act include isolated waters that are not regulated by the U.S. Army Corps of Engineers. Regional Water Quality Control Boards regulate discharging waste, or proposing to discharge waste, within any region that could affect waters of the state (California Water Code, Section 13260[a]). Waters of the state are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state"

(California Water Code, Section 13050[e]). Developments with impacts on jurisdictional waters must demonstrate compliance with the goals of the Porter–Cologne Act by developing stormwater pollution prevention plans, standard urban stormwater mitigation plans, and other measures to obtain a Clean Water Act Section 401 certification. If a Clean Water Act Section 404 permit is not required for the project, the Regional Water Quality Control Board may still require a permit (i.e., Waste Discharge Requirement) for impacts to waters of the state under the Porter–Cologne Act.

California Environmental Quality Act

CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.) require identification of a project's potentially significant impacts on biological resources and feasible mitigation measures and alternatives that could avoid or reduce significant impacts. CEQA Guidelines Section 15380(b)(1) defines endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors." A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists "in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or … [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as that term is used in the federal Endangered Species Act." Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing, as defined further in CEQA Guidelines Section 15380(c). CEQA also requires identification of a project's potentially significant impacts on riparian habitats (such as wetlands, bays, estuaries, and marshes) and other sensitive natural communities, including habitats occupied by endangered, rare, and threatened species.

In Title 14 of the California Code of Regulations, Section 1.72, CDFW defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation."

In Title 14 of the California Code of Regulations, Section 1.56, CDFW's definition of "lake" includes "natural lakes or man-made reservoirs." Diversion, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife requires authorization from CDFW by means of entering into an agreement pursuant to Section 1602 of the California Fish and Game Code.

CDFW recognizes that all plants with a CRPR of 1A, 1B, and 2, and some ranked 3, of the CNPS Inventory of Rare and Endangered Plants in California (CNPS 2022) may meet the criteria for listing as threatened or endangered and should be considered under CEQA (CDFW 2022a). Some of the CRPR 3 and 4 plants meet the criteria for determination as "rare" or "endangered" as defined in Section 1901, Chapter 10 (Native Plant Protection Act), Division 2, of the California Fish and Game Code, as well as Section 2062 and Section 2067, Chapter 1.5 (CESA), Division 3. Therefore, consideration under CEQA for these CRPR 3 and 4 species is strongly recommended by CNPS (CNPS 2022). For purposes of this analysis, animals considered "rare" under CEQA include endangered or threatened species, Birds of Conservation Concern (USFWS 2021), California Species of Special Concern (CDFW 2022b), and fully protected species.

Section IV, Appendix G (Environmental Checklist Form) of the CEQA Guidelines (14 CCR 15000 et seq.) requires an evaluation of impacts to "any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service."

The criteria used to determine the significance of impacts to biological resources under CEQA are provided in Section 4.3.3, Thresholds of Significance.

Local

North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The City of Oceanside Subarea Plan has been prepared and is used as a guidance document for development projects in the City of Oceanside, but it has not been approved or permitted (City of Oceanside 2010).

The small area designated as conserved lands west and southwest of the project site encompasses open space, and a small portion of Libby Lake and Libby Lake Park. These lands are conserved for the purpose of protecting the open space and natural habitats including lands inside and outside of Natural Community Conservation Plan areas. Conserved lands are those lands that are legally conserved to protect natural habitats, species, and open space; contribute to the existing and planned regional habitat preserve system; and are managed to protect the open space or natural resources in the future (SANDAG 2022).

Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The overall goal of the Oceanside Subarea Plan is to contribute to regional biodiversity and the viability of rare, unique, or sensitive biological resources throughout Oceanside and the larger region while allowing public and private development to occur consistent with the City's General Plan and Capital Improvement Program. In addition, the Oceanside Subarea Plan calls for the conservation of 90% to 100% of all hardline conservation areas; conservation of a minimum of 2,511 acres of existing native habitats as a biological preserve in Oceanside; conservation of a minimum of 95% of rare and narrow endemic species populations within the preserve and a minimum of 80% throughout Oceanside as a whole; and restoration of a minimum of 164 acres of coastal sage scrub habitat within Oceanside, of which 145 acres will be within a Wildlife Corridor Planning Zone. Parcels within the Wildlife Corridor Planning Zone contribute to the north–south regional gnatcatcher steppingstone corridor (City of Oceanside 2010). Although the Oceanside Subarea Plan is used as a guidance document for development projects in Oceanside, the Subarea Plan has yet to be approved by the Oceanside City Council, and incidental take authority has therefore not been transferred to the City of Oceanside from USFWS and CDFW.

The Oceanside Subarea Plan identifies undeveloped lands within Oceanside where conservation and management will achieve the Oceanside Subarea Plan's biological goals while minimizing adverse effects on lands uses, economics, or private property rights. In addition, the Oceanside Subarea Plan establishes preserve planning zones, the existing biological conditions and goals of which were used as foundations for their designation. The zones are defined for effective implementation of the Subarea Plan. Brief descriptions of the preserve planning zones are provided below (City of Oceanside 2010):

- **Wildlife Corridor Planning Zone.** The Wildlife Corridor Planning Zone extends from U.S. Marine Corps Base Camp Pendleton south to Buena Vista Creek. This zone varies in width from 1 to 2 miles along most of its length and is centered roughly on El Camino Real and the associated San Diego Gas & Electric Company electric transmission corridor. It encompasses those habitat parcels that potentially contribute to the north–south regional gnatcatcher steppingstone corridor, recognizing that existing preserve lands north of

the San Luis Rey River complete the steppingstone corridor connection to U.S. Marine Corps Base Camp Pendleton. The project site is not within the Wildlife Corridor Planning Zone.

- **Pre-approved Mitigation Areas.** These areas represent land areas that have significant resource value and therefore qualify for on-site mitigation credit. Development is allowed in Pre-approved Mitigation Areas, subject to planning guidelines to avoid, minimize, and fully mitigate impacts. The project site is not within a Pre-approved Mitigation Area.
- **Agricultural Exclusion Zone.** This zone includes lands north of San Luis Rey River that are planned for agricultural uses under the Oceanside General Plan. Ongoing agricultural practices may continue in this area as long as they do not remove existing natural habitats. The project site is not within an Agricultural Exclusion Zone.
- **Off-Site Mitigation Zone.** This zone includes all other parcels within Oceanside that support natural vegetation outside of the Wildlife Corridor Planning Zone, Agricultural Exclusion Zone, and Coastal Zone. The Off-Site Mitigation Zone includes several Pre-approved Mitigation Areas. In addition, there is less emphasis on impact avoidance within this zone as long as off-site mitigation is directed to the Wildlife Corridor Planning Zone or Pre-approved Mitigation Areas. The project site is within the Off-Site Mitigation Zone.
- **Coastal Zone.** This zone is all areas within Oceanside's coastal zone where the federal Coastal Zone Management Act and California Coastal Act policies apply. The project site is not within the Coastal Zone.

In addition to preserve planning zones, the Subarea Plan also identifies specific "hardline" and "softline" preserves. Generally, the Oceanside Subarea Plan describes hardline preserves as areas that are already preserved to Subarea Plan standards and softline preserves as areas specifically targeted for preservation through application of Subarea Plan standards and policies. Hardline preserves are also considered part of Focused Planning Areas. Preserve areas within the Subarea Plan area prohibit the following land uses: all forms of development, agricultural uses, active recreation, mineral extraction, landfills, itinerant worker camps, roads or other transportation facilities, most flood control projects, and brush control or fuel management, except for existing firebreaks that must be maintained for safety reasons within 100 feet of existing buildings (City of Oceanside 2010). Any implementation of these prohibited land uses within the preserve would require written concurrence from the City and CDFW and USFWS (the wildlife agencies) through an amendment process. Conditionally allowed land uses in preserve areas include passive recreation (i.e., hiking, birdwatching, and fishing); utility projects that include full restoration of temporarily impacted habitat, flood control, or siltation basins that support natural vegetation and habitat value; and maintenance of existing firebreaks adjacent to existing buildings. The project site is not located within a hardline or softline preserve.

City of Oceanside General Plan

The City's General Plan Land Use Element contains environmental resource management objectives and policies pertaining to biological resources (City of Oceanside 2002a). Applicable objectives and policies include the following:

Vegetation and Wildlife Habitats, Objective: Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.

Policy 3.11A: A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest specifies of plants or animals have been found on nearby properties.

Policy 3.11B: Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.

Policy 3.11C: In areas where vegetation or wildlife habitat modification if inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation would be considered.

Policy 3.11D: Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.

Policy 3.11E: Specific plans shall be developed in conjunction with regional and County agencies where appropriate, for areas where there is occurrence of endangered or threatened species.

The Environmental Resource Management Element of the City's General Plan also contains long-range policy directions and action programs with respect to biological resources. The Environmental Resource Management Element contains a workable program designed to conserve natural resources and preserve open space. The long-range policy direction for biological resources is as follows (City of Oceanside 2002b):

Vegetation and Wildlife Habitats, Long-Range Objective: Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.

4.3.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to biological resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to biological resources would occur if the proposed project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impacts Analysis

For the purposes of biological resources impact analysis, direct, indirect, and cumulative impacts are defined as the following:

Direct impacts are those that result in the direct removal of a biological resource through clearing, grubbing, and/or grading. These impacts are further classified as temporary or permanent: temporary impacts primarily result from staging or work areas outside of the permanent footprint that will be restored to their pre-project conditions, and permanent impacts refer to the buildings, roads, and other permanent structures. As shown in Figure 4.3-2, Impacts to Vegetation Communities and Land Cover Types, no temporary impacts are proposed; however, permanent impacts would occur in the proposed development footprint (i.e., impact area).

Indirect impacts primarily result from adverse "edge effects" as either short-term indirect impacts related to construction activities or long-term indirect impacts associated with the proximity of the proposed development footprint (i.e., impact area).

Cumulative impacts refer to incremental individual environmental effects of two or more projects when considered together. These impacts taken individually may be minor but collectively significant as they occur over a period of time. Cumulative biological impacts are discussed in Section 4.3.5, Cumulative Analysis.

Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As described in Section 4.3.1.1, Methodology, potential project impacts were evaluated based on examination of the proposed project plans within the context of the biological resources documented during the field surveys and those biological resources known to occur or assessed as having a likely potential to occur in the project area.

Direct and Indirect Impacts

Habitats and Vegetation Communities

Implementation of the proposed project would result in permanent direct impacts to disturbed Diegan coastal sage scrub, non-native grassland, ornamental vegetation, and disturbed habitat, due to vegetation clearing, grubbing, and grading construction activities. The impacts are summarized in Table 4.3-2.

Table 4.3-2. Habitat/Vegetation Community Project Direct Impacts and Proposed Mitigation

Vegetation/Land Cover Type	Acreages			
	Total	Impact	Ratio	Mitigation Required
Disturbed Habitat	9.28	4.96	n/a	n/a
Urban/Developed	5.27	5.21	n/a	n/a
Total	14.55	10.17	n/a	0.00

Notes: n/a = not applicable.

The project is expected to permanently impact 4.96 acres of disturbed habitat and 5.21 acres of urban/developed land. Per Table 5-2, Mitigation Standards for Impacts to Natural Vegetation and Habitat, in the Subarea Plan (City of

Oceanside 2010), no mitigation is required for impacts to disturbed habitat or urban/developed land. Therefore, impacts to land covers and vegetation communities are considered **less than significant** and no mitigation is required.

Special-Status Plant Species

No special-status plants were observed during the focused surveys. The project is not expected to directly or indirectly impact populations of special-status plant species since none have the potential to occur within the project site. Therefore, the project would have **no impact** to special-status plant species.

Special-Status Wildlife Species

No special-status wildlife were observed during the focused surveys. The project is not expected to directly or indirectly impact populations of special-status wildlife species since none have the potential to occur within the project site.

However, the California Fish and Game Code protects bird nests, and the MBTA prohibits the intentional take of any migratory bird or any part, nest, or eggs of any such bird. If clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season, any impacts to active nests or the young of nesting bird species would be a **potentially significant impact** (**Impact BIO-1**). This impact would be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **Mitigation Measure (MM)-BIO-1** (Nesting Bird Surveys).

Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As outlined in Appendix D to this EIR, the project site is not within a preserve, nor does it include any wetlands or riparian areas on site. Therefore, project implementation would not result in substantial adverse effects on any riparian habitat, and impacts would be **less than significant**.

Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No potential waters or jurisdictional features were mapped within the project site. Therefore, **no impacts** to jurisdictional resources would occur as a result of the project.

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site is located outside of the Wildlife Corridor Planning Zone designated by the Oceanside Subarea Plan (City of Oceanside 2010). The site is almost completely surrounded by development, which limits movement of larger mammals. The project site is also relatively isolated from large undeveloped areas as well as habitat preserves and does not support habitat essential for the movement of wildlife species. Therefore, impacts associated with the movement of wildlife species or wildlife corridors would be **less than significant**.

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City's General Plan biological policies are identified in Section 4.3.2, Regulatory Setting. In accordance with General Plan Policy 3.11A, a biological survey report was completed for the project (Appendix D), and the results of its analysis has been incorporated into this EIR. Appendix D includes field surveys and a literature review to assess potential impacts to sensitive biological resources that would result from implementation of the proposed project. The report and associated surveys were performed in accordance with applicable plans, policies, and ordinances set forth by the wildlife agencies and the City of Oceanside, as well as current industry standards. Thus, the project is in compliance with General Plan Policy 3.11A.

General Plan Policy 3.11C requires the preservation of biological resources or, where vegetation and habitat modification is inevitable, appropriate mitigation for potential impacts. As described above, the proposed project would not have potentially significant impacts to sensitive biological resources. Therefore, the project would be in compliance with General Plan Policy 3.11C.

The site does not constitute unique vegetation or wildlife habitats; hold significant scenic, ecological, or recreational value; or contain endangered or threatened species that are addressed in the General Plan Policies 3.11B, 3.11D, and 3.11E. Therefore, the project would not conflict with General Plan Policies 3.11B, 3.11D, and 3.11E.

The City of Oceanside landscape regulations require a tree survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. This survey is provided in the landscape plan prepared for the proposed project and can also be viewed in Figure 4.3-3, Tree Survey. As shown in Figure 4.3-3, there are a total of 37 trees on site and 16 trees are proposed for removal. The other 21 trees would remain in place. The City requires a 1:1 replacement ratio for all diameter at breast height and brown trunk height removed. As also shown in Figure 4.3-3, the total diameter of all 16 trees to be removed is 358 inches, and the total diameter of all 248 proposed new trees to be planted is 744 inches. Therefore, the trees would be replaced at a ratio greater than 1:1.

As previously described, the project site as it exists is heavily disturbed. Several non-native trees, such as Brazilian peppertree, liquid amber, Mexican fan palm, and eucalyptus, are also located along the slopes and edges of the disturbed habitat areas that were planted for ornamental landscaping. As shown in Figure 4.3-3, the project proposes a detailed landscape plan for the site, including trees along the entire site boundary and throughout the development. The project would not conflict with the City's landscape regulations.

In summary, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be **less than significant**.

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed project was assessed to ensure consistency with the Oceanside Subarea Plan by reviewing the applicable Subarea Plan standards against the proposed project. The project site is not within a preserve, nor does it include any wetlands or riparian areas on site. Therefore, project implementation would not conflict with an applicable conservation plan, and impacts would be **less than significant**.

4.3.5 Cumulative Analysis

The cumulative biological study area is the area covered by the Oceanside Subarea Plan (City of Oceanside 2010). Direct impacts to special-status plant species would not occur as a result of the proposed project. However, due to the presence of on-site trees, potential impacts to special-status wildlife, specifically nesting birds, could occur due to project implementation. Nesting bird surveys as outlined in **MM-BIO-1** are required in order avoid direct impacts to raptors and/or migratory birds and therefore would not contribute to cumulative impacts to sensitive wildlife species. In addition to mitigation measure **MM-BIO-1**, the project would implement standard best management practices, which would avoid contributions toward a cumulative indirect impact to special-status wildlife species and sensitive habitats.

There are no riparian areas or jurisdictional features on site. The site is not considered to be a wildlife corridor as designated by the Oceanside Subarea Plan. Furthermore, the project proposes to remove 16 trees, but plant 248 new trees. Thus, the number of trees the project would plant exceeds the City's replacement requirements of 1:1. All other cumulative projects would be required to analyze potential impacts to biological resources; provide mitigation if needed; and comply with local, state, and federal laws and regulations, which would help avoid cumulative impacts from occurring. Therefore, the project, in combination with other cumulative projects, is not anticipated to result in significant cumulative impacts to biological resources. Cumulative impacts related to biological resources would be **less than significant.**

4.3.6 Mitigation Measures

The project would have potential direct and/or indirect significant impacts to migratory birds (**Impact BIO-1**). The following mitigation measure (**MM-BIO-1**) would be implemented to reduce potential direct and indirect impacts to less than significant.

MM-BIO-1 Nesting Bird Survey. To avoid any direct impacts to raptors and/or any migratory birds protected under the Migratory Bird Treaty Act (16 USC 703 et seq.) and California Fish and Game Code (3503 and 3503.5), removal of habitat shall occur outside of the nesting season for these species (i.e., outside of February 15 through August 31, annually). If, however, removal of habitat must occur during the nesting period, the proposed project applicant or its designee shall retain a biologist to conduct a pre-construction survey to determine the presence or absence of nesting birds in the proposed area of disturbance, as well as a 500-foot buffer around the project site, to the extent the applicant has access within the buffer. The pre-construction survey must be conducted within 72 hours prior to the start of construction and shall be repeated if construction activities discontinue for more than 3 consecutive days.

Impacts to active nests are typically avoided as follows. Clearing and construction shall be postponed or halted within the following buffers to be established by the biologist: (1) no work within 50 feet of a non-listed and non-raptor avifauna nest; and (2) no work within 500 feet of a raptor nest. Raptor nests are not anticipated within the immediate project site due to lack of suitable nesting habitat; however, trees within 500 feet of the project boundary could support raptor nesting. The construction avoidance area shall be clearly demarcated in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas. To the extent possible, the no-construction buffer zones shall be avoided until the nesting cycle is complete. If construction-related activities must take place within an active

nest buffer area, the proposed project applicant or its designee shall present a plan to the City with measures to monitor and minimize impacts to nesting birds. No ground-disturbance activities shall occur within the avoidance buffer zone until the qualified biologist has determined that the nest is no longer active and the young are not dependent on the nest.

4.3.7 Level of Significance After Mitigation

With incorporation of **MM-BIO-1** outlined above, potentially significant impacts to biological resources would be reduced to a level of **less than significant**.

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SOURCE: SANGIS 2020

DUDEK

0 100 200 Feet

FIGURE 4.3-1

Vegetation Communities and Land Cover Types

Pacifica Project EIR

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SOURCE: SANGIS 2020

DUDEK

0 100 200 Feet

FIGURE 4.3-2

Impacts to Vegetation Communities and Land Cover Types

Pacifica Project EIR

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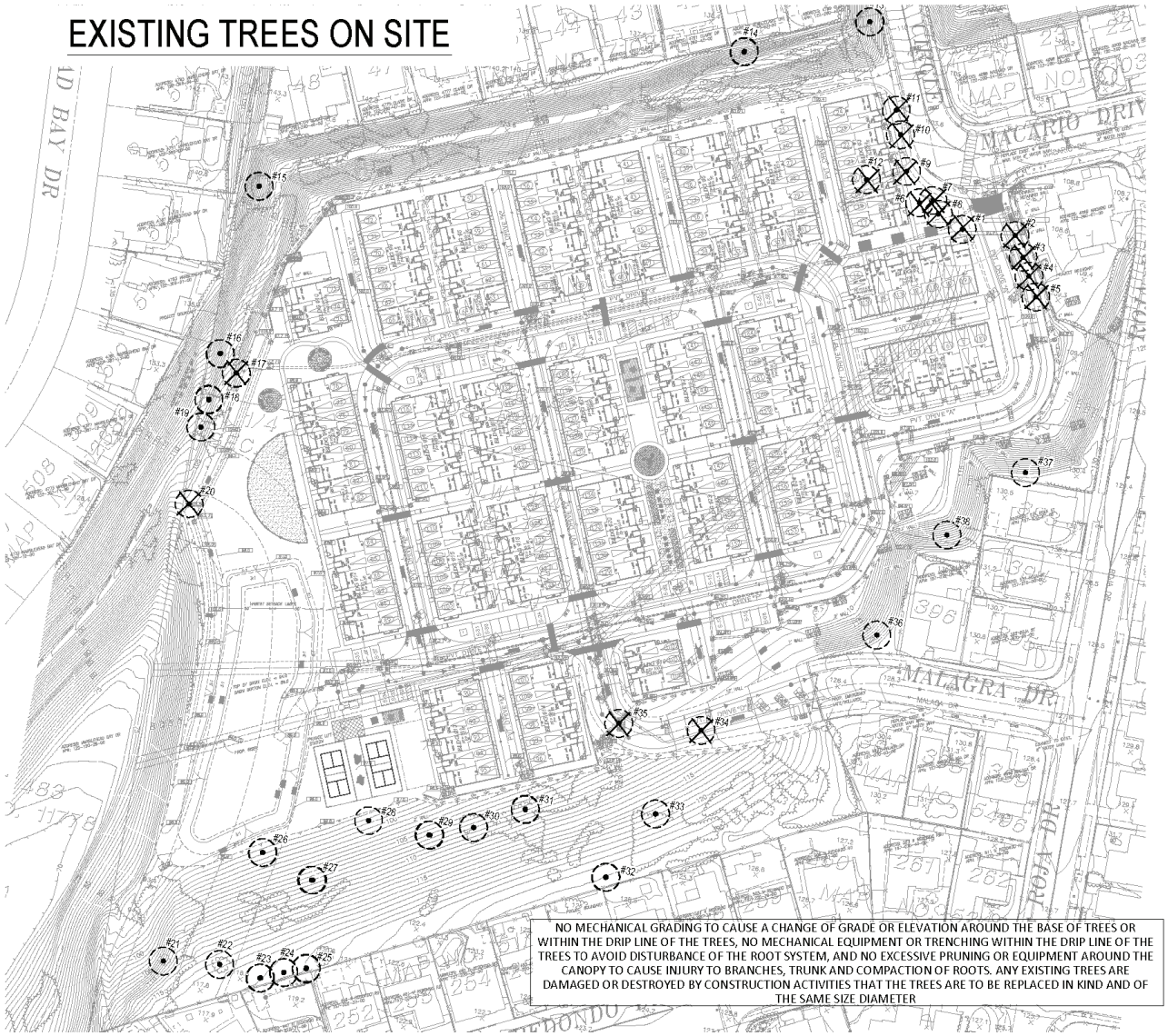
EXISTING TREES ON SITE



NO MECHANICAL GRADING TO CAUSE A CHANGE OF GRADE OR ELEVATION AROUND THE BASE OF TREES OR WITHIN THE DRIP LINE OF THE TREES, NO MECHANICAL EQUIPMENT OR TRENCHING WITHIN THE DRIP LINE OF THE TREES TO AVOID DISTURBANCE OF THE ROOT SYSTEM, AND NO EXCESSIVE PRUNING OR EQUIPMENT AROUND THE CANOPY TO CAUSE INJURY TO BRANCHES, TRUNK AND COMPACTION OF ROOTS. ANY EXISTING TREES ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES THAT THE TREES ARE TO BE REPLACED IN KIND AND OF THE SAME SIZE DIAMETER

EXISTING TREES ON SITE

TREE LABEL	DBH / BTH	BOTANICAL NAME	COMMON NAME
1	12" DBH	PINUS SPP.	PINE
2	18" DBH	EUCALYPTUS SPP.	EUCALYPTUS
3	16" DBH	EUCALYPTUS SPP.	EUCALYPTUS
4	12" DBH	EUCALYPTUS SPP.	EUCALYPTUS
5	20" DBH	EUCALYPTUS SPP.	EUCALYPTUS
6	20" DBH	PINUS SPP.	PINE
7	10" DBH	PINUS SPP.	PINE
8	4" DBH	PINUS SPP.	PINE
9	36" DBH	PINUS SPP.	PINE
10	48" DBH	PINUS SPP.	PINE
11	12" DBH	EUCALYPTUS SPP.	EUCALYPTUS
12	24" DBH	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
13	16" DBH	EUCALYPTUS SPP.	EUCALYPTUS
14	18" DBH	EUCALYPTUS SPP.	EUCALYPTUS
15	6' BTH	WASHINGTONIA FILIFERA	FAN PALM
16	10' BTH	WASHINGTONIA FILIFERA	FAN PALM
17	12' BTH	WASHINGTONIA FILIFERA	FAN PALM
18	4" DBH	PINUS SPP.	PINE
19	14' BTH	WASHINGTONIA FILIFERA	FAN PALM
20	48" DBH	EUCALYPTUS SPP.	EUCALYPTUS
21	4" DBH	PINUS SPP.	PINE
22	6" DBH	MANZANITA SPP.	MANZANITA
23	4" DBH	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
24	4" DBH	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
25	6" DBH	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
26	8' BTH	WASHINGTONIA FILIFERA	FAN PALM
27	18" DBH	PINUS SPP.	PINE
28	20" DBH	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
29	16" DBH	PINUS SPP.	PINE
30	24" DBH	PINUS SPP.	PINE
31	30" DBH	EUCALYPTUS SPP.	EUCALYPTUS
32	36" DBH	EUCALYPTUS SPP.	EUCALYPTUS
33	10' BTH	WASHINGTONIA FILIFERA	FAN PALM
34	40" DBH	PINUS SPP.	PINE
35	32" DBH	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
36	48" DBH	EUCALYPTUS SPP.	EUCALYPTUS
37	14" DBH	EUCALYPTUS SPP.	EUCALYPTUS

X DENOTES TREE TO BE REMOVED

TOTAL CALIPER INCHES OF TREES REMOVED - 358"

TOTAL CALIPER INCHES OF PROPOSED TREES - 744" LC-06

SOURCE: GMP 2023

DUDEK

FIGURE 4.3-3

Tree Survey

Pacifica Project EIR

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4.4 Cultural Resources

This section describes the existing cultural resources of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the proposed Pacifica Project (proposed project or project). The following analysis is based on the Negative Cultural Resources Inventory Report prepared for the proposed project by Dudek in December 2022, which is included as Appendix E to this environmental impact report (EIR).

4.4.1 Existing Conditions

The project site falls within Sections 4 and 33 of Township 10 South, 11 South, Range 4 West of the Morro Hill, California 7.5-minute U.S. Geological Survey Topographic Quadrangle Map. The project site is bound to the north by single-family homes fronting Claire Drive, to the east by single-family homes fronting Roja Drive, to the south by single-family homes fronting North Redondo Drive, and to the west by open space. The San Luis Rey River is located approximately 0.4 miles southeast of the project site.

According to the Geotechnical Evaluation Report (Appendix F), artificial fill was encountered to depths ranging between 2 to 25.5 feet below existing grade with the average depth across all borings ranging from 10 to 15 feet deep and located within the majority of the project site. Alluvial soils (Quaternary Alluvium) were encountered in six borings to depths ranging between 11 to 46.5 feet below existing grades and located within the central sections of the project site. Tertiary-age Santiago Formation (sedimentary bedrock) was encountered in eight borings at depths between 2 to 26.5 feet below existing grades and located in the northern and southern sections of the project site. The site was previously an alluvial canyon underlain by young to older alluvial deposits and bedrock of the Santiago Formation. An earthen dam was constructed to facilitate a water reservoir until the site was filled to construct a flat earthen pad for the construction of an elementary school, which operated on the site until 2002. The site now includes remnant pavement, a parking lot, playground areas, curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department (Appendix F).

4.4.1.1 Methodology

Records Search

Dudek conducted a records search at the South Coastal Information Center (SCIC) for the project site and a 1-mile radius buffer around the project on October 28, 2022 (Confidential Appendix A to Appendix E of this EIR). The records search results indicate that 56 previous cultural resources studies have been conducted within 1 mile of the project site. Of the 56 studies, 2 studies intersect the project site and are listed in Table 4.4-1 below. The studies not listed in Table 4.4-1 are included in Confidential Appendix A to Appendix E of this EIR.

Table 4.4-1. Previous Cultural Studies on the Project Area of Potential Effect

Report ID	Title	Author	Year
SD-01306	An Archaeological Survey for Whelan Ranch	RECON	1978
SD-14069	Cultural and Historical Resource Study for the City of Oceanside General Plan- Circulation Element update Program Environmental Impact Report (PEIR)	ASM Affiliates, Inc.	2011

Source: Appendix E.

Previously Recorded Resources

The SCIC records search also revealed that no cultural resources have been recorded within the project site. The records search identified a total of 32 cultural resources within the 1-mile search radius of the project site (Table 4.4-2). Of the total 32 resources identified in the 1-mile search radius of the project site, 26 are prehistoric resources, 5 are historic resources, and 1 is a multicomponent site. No historic addresses have been recorded within the project site; however, one historic address is located within the within the 1-mile search radius of the project site. The results of the records search and all DPR forms are attached as part of Confidential Appendix A to Appendix E.

Table 4.4-2. Previously Recorded Cultural Resources in the 1-Mile Record Search Radius

Primary Number	Trinomial	Age	Description	In/Out of Project Area
P-37-001248	CA-SDI-001248	Prehistoric	Bedrock milling site with lithic scatter	Out
P-37-001266	CA-SDI-001266	Prehistoric	Occupation site or large village; small workshops: lithic scatter and pot sherds	Out
P-37-001269	CA-SDI-001269	Prehistoric	Camp site or workshop of SDI-001266: lithic scatter	Out
P-37-001270	CA-SDI-001270	Prehistoric	Workshop for SDI-001266: lithic scatter	Out
P-37-001271	CA-SDI-001271	Prehistoric	Camp or workshop/grinding station for SDI-001266: lithic scatter and potsherd	Out
P-37-001274	CA-SDI-001274	Prehistoric	Occupation site: lithic scatter	Out
P-37-001275	CA-SDI-001275	Prehistoric	Occupation or camp site: lithic scatter	Out
P-37-001276	CA-SDI-001276	Prehistoric	Hand stone	Out
P-37-005457	CA-SDI-005457	Prehistoric	Shell scatter	Out
P-37-005458	CA-SDI-005458	Prehistoric	Shell scatter	Out
P-37-005459	CA-SDI-005459	Prehistoric	Shell scatter	Out
P-37-006908	CA-SDI-006908	Prehistoric	Campsite: bedrock milling features, lithic scatter, and potsherd	Out

Table 4.4-2. Previously Recorded Cultural Resources in the 1-Mile Record Search Radius

Primary Number	Trinomial	Age	Description	In/Out of Project Area
P-37-006909	CA-SDI-006909	Prehistoric	Campsite: bedrock milling features and lithic scatter	Out
P-37-008726	CA-SDI-008726	Prehistoric	Bedrock milling site	Out
P-37-008727	CA-SDI-008727	Prehistoric	Campsite: bedrock milling features, lithic scatter, potsherds	Out
P-37-008728	CA-SDI-008728	Prehistoric	Campsite: bedrock milling features and lithic scatter	Out
P-37-008729	CA-SDI-008729	Historic	Petroglyphs	Out
P-37-008730	CA-SDI-008730	Prehistoric	Bedrock milling feature	Out
P-37-008731	CA-SDI-008731	Prehistoric	Lithic scatter and potsherd	Out
P-37-008732	CA-SDI-008732	Prehistoric	Bedrock milling feature	Out
P-37-008733	CA-SDI-008733	Prehistoric	Bedrock milling feature	Out
P-37-008778	CA-SDI-008778	Prehistoric	Bedrock milling site	Out
P-37-011970	CA-SDI-011970	Multicomponent	Historic habitation site (house, barn, outbuildings) and historic artifacts, and prehistoric bedrock milling features and lithic scatter	Out
P-37-012241	CA-SDI-012241	Prehistoric	Lithic and ground stone scatter	Out
P-37-026841	CA-SDI-017549	Historic	Trash scatter and building materials	Out
P-37-037097	n/a	Prehistoric	Milling slab fragment	Out
P-37-038464	n/a	Historic	Single-family housing	Out
P-37-038465	n/a	Historic	Single-family housing	Out
P-37-038466	n/a	Prehistoric	Brownware pottery sherd fragment and shell fragment	Out
P-37-038467	n/a	Prehistoric	Brownware pottery sherd fragment	Out
P-37-038468	n/a	Prehistoric	Hand stone	Out
P-37-038469	n/a	Historic	Single-family housing	Out

Source: Appendix E.
Note: n/a = not available or applicable.

Archival Research

In addition to the SCIC records search, Dudek conducted an online review of historic aerial photographs and topographic (topo) maps of the project site and general vicinity, to determine the possible development and land use of the project site in the past. Historic aerials photographs of the project site were available for 1938, 1946,

1953, 1964, 1967, 1978, 1980–1986, 1988–1991, 1993–2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020 (NETR 2021). The 1946 aerial shows grading within the center of the project site. In the 1953 aerial, a reservoir is observed in the project site. The 1964 aerial reveals that the reservoir has reduced further in size, and grading is seen within the southwestern section of the project site. The construction of a residential development is observed immediately to the south of the project site. In the 1967 aerial, the reservoir appears to have been drained, and residential development is observed to the east of the project site. In the 1978 aerial, the project site has been graded, and the first building appears in the form of a large 210-foot by 240-foot school building on the northeast end of the project site (note: per school district records, the school was constructed in 1972; see Appendix G). Residential development is observed to the north and east of the project site. No drastic changes are observed in the 1981 to 1983 aerials. In the 1984 aerial, a paved parking lot surrounds the building in the northeast section of the project site. No drastic changes are observed in the 1985 to 1993 aerials. In the 1994 aerial, a modular classroom building to the west of the large, primary building is observed. A residential development is observed to the west of the project site. No drastic changes are observed on the 1995 to 1997 aerials. In the 1998 aerial, a standing shade structure is observed to the south of the modular classroom. No drastic changes are observed on the 1999 to 2002 aerials. In the 2003 aerial, a cluster of 11 modular classroom buildings were observed near the center of the project site. The 2005 aerial reveals that the primary 210-foot by 240-foot building on the property is has been demolished (note: per school district records, the buildings were demolished in 2004; see Appendix G). In the 2009 aerial, a cluster of buildings replaced the primary 210-foot by 240-foot building, and the modular classroom buildings observed near the center of the project site are in the process of being removed. No drastic changes are observed on the 2010 to 2012 aerials. In the 2014 aerial, several of the buildings were removed from the project site. No drastic changes are observed on the 2016 to 2020 aerials. A review of the historic aerials demonstrates that the project area has been entirely disturbed by ground-disturbing activities related to the development of a reservoir and the grading and development of a public elementary school. No historic structures are present within the project site.

Historic topo maps of the project site were reviewed (earliest map available is 1942). A creek feature is observed to the south of the project area in the 1942, 1961, and 1964 topos and is no longer observed on the 1969 to 2018 topos. A reservoir feature covering a majority of the project site is observed on the 1949 and 1960 topos. A school is observed in the 2015 topo but disappears on the 2018 topo. A review of the historic topo maps reveals that there are no historic-age structures within the project site.

Native American Heritage Commission and Tribal Correspondence

A search of the Native American Heritage Commission (NAHC) Sacred Lands File was requested by Dudek on September 9, 2022, for the project site and a 1-mile buffer. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in SCIC database. The NAHC replied on November 8, 2022, and the results were negative. The NAHC additionally provided a list of Native American tribes and individuals/organizations with traditional geographic associations that might have knowledge of cultural resources in this area.

Outreach letters were mailed on November 28, 2022, to all Native American group representatives included on the NAHC contact list (Appendix E). The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the project site. The Rincon Band of Luiseño Indians responded on December 12, 2022, recommending the presence of a Rincon tribal monitor during the pedestrian survey and a copy of the cultural resources study. The Viejas Band of Kumeyaay Indians responded on December 28, 2022, and requested a Kumeyaay cultural monitor to be on site during ground-disturbing activity and would like to be informed

of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains. The NAHC correspondence is included in Appendix B to Appendix E.

In compliance with Assembly Bill 52, the City of Oceanside (City), as lead agency, is responsible for conducting government-to-government consultation with tribal entities.

Intensive Pedestrian Survey

Dudek archaeologist Makayla Murillo conducted an intensive level pedestrian survey of the project site on September 21, 2022. Saving Sacred Sites Native American monitor Vii Sialoi participated in the pedestrian survey. All survey work was conducted employing standard archaeological procedures and techniques consistent with the Secretary of the Interior Standards. The survey involved walking 15-meter interval survey transects in a north–south direction for the project site. Within the transects, the ground surface was examined for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, features indicative of the current or former presence of structures or buildings (e.g., standing exterior walls, post holes, foundations), and historic artifacts (e.g., metal, glass, ceramics, building materials). Ground disturbances such as burrows, cut banks, and drainages were also visually inspected for exposed subsurface materials.

The entire project site has been entirely disturbed, as evidenced by the presence of paved concrete and asphalt foundations, streetlights, children's sandbox, a standing shade structure, and parking lot associated with the previous public elementary school. Approximately 36% of the project site is paved with asphalt or concrete, while the rest of the project site consists of vegetation, including non-native grass, flat-topped buckwheat, and ice plants. A few non-native trees consisting of palm trees, eucalyptus, and peppertrees are present within the project site.

No cultural resources or built environment resources were identified within the project site.

4.4.2 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (16 USC 470 et seq.) establishes the federal policy for preservation of historical resources, including archaeological sites, and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (e.g., historic properties) prior to undertakings.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the National Register of Historic Places [NRHP]). It also gives the Advisory Council on Historic Preservation and the state historic preservation offices an opportunity to consult.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

Executive Order 11593 (36 FR 8921) (1) orders the protection and enhancement of the cultural environment through requiring federal agencies to administer the cultural properties under their control in a spirit of stewardship and trusteeship for future generations; (2) initiates measures necessary to direct their policies, plans, and programs in such a way that federally-owned sites, structures, and objects of historical, architectural, or archaeological

significance are preserved, restored, and maintained for the inspiration and benefit of the people; and (3) in consultation with the Advisory Council on Historic Preservation, institutes procedures to assure that federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance (16 USC 470-1).

National Register of Historic Places

The NRHP is the nation's official list of historic places. The National Park Service oversees the register, which requires that a property or resource eligible for listing in the register meet one or more of the following four criteria at the national, state, or local level to ensure integrity and obtain official designation:

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.
- The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historic significance. The register has identified the following seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Properties are nominated to the register by the state historic preservation officer of the state in which the property is located, by the federal preservation officer for properties under federal ownership or control, or by the tribal preservation officer if on tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards used by every state. Once a property is listed in the NRHP, it becomes searchable in the NRHP database of research information. Documentation of a property's historic significance helps encourage preservation of the resource.

State

Native American Historic Cultural Sites (California Public Resources Code, Section 5097 et seq.)

California Public Resources Code, Sections 5097–5097.6 identify that the unauthorized disturbance or removal of archaeological or historical resources located on public lands is a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (express permission) on public lands, and it provides for criminal sanctions. This section was amended in 1987 to require consultation with the NAHC whenever Native American graves are found. Violations that involve taking or possessing remains or artifacts are felonies.

California Public Resources Code, Section 5097.5, states that "no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historic feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act), enacted in 2001, required all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Register of Historical Resources

Under the California Environmental Quality Act (CEQA), the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code, Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code, Section 5024.1[a]). A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Resources less than 50 years old are not considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (California Public Resources Code, Section 5024.1[c]; 14 CCR Section 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing on the NRHP are automatically listed on the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer maintains the CRHR.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological and historic resources:

1. California Public Resources Code, Section 21083.2(g): Defines "unique archaeological resource."
2. California Public Resources Code, Section 21084.1, and CEQA Guidelines Section 15064.5(a): Define historical resources. In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial

adverse change in the significance of an historical resource" and defines the circumstances when a project would materially impair the significance of a historical resource.

3. California Public Resources Code, Section 5097.98, and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. California Public Resources Code Sections 21083.2(b)-(c), and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including options of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code, Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code, Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code, Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains

shall occur until the County Coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the Most Likely Descendant. With the permission of the landowner, the Most Likely Descendant may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the Most Likely Descendant by the NAHC. The Most Likely Descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Assembly Bill 52

California Assembly Bill 52, which took effect July 1, 2015, establishes a consultation process between California Native American tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to Tribal Cultural Resources (TCRs). California Public Resources Code, Section 21074(a), defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that is either:

1. listed or eligible for listing in the CRHR or a local register of historical resources, or
2. determined by a lead agency to be a TCR.

Local

City of Oceanside General Plan

Cultural resources are addressed in the City of Oceanside General Plan Environmental Resources Management Element (City of Oceanside 2002a) and the Land Use Element (City of Oceanside 2002b). The Environmental Resources Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element has the following objective for cultural sites (City of Oceanside 2002a):

- Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes.

In order to achieve this objective, the City will:

1. Encourage the use of “O” zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.
3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

The Land Use Element provides designations for historic areas in order to preserve cultural resources. The Land Use Element states the following policy relevant to historic sites (City of Oceanside 2002b):

> 1.33 Historic Areas and Sites, Policy A: The City shall utilize adopted criteria, such as the “Mission San Luis Rey Historic Area Development Program and Design Guidelines,” to preserve and further enhance designated historic or cultural resources.

The Land Use Element further contains the following policies regarding cultural resources:

3.2A: The City shall encourage open space land use designations and open space land use designations and open space zoning or open space easements for the preservation of cultural resources.

3.2B: The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.

3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

3.2D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:

1. The site is completely or largely in a natural state;
2. There are recorded sites on nearby properties;
3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
4. The project site includes large boulders and/or oak trees; or
5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

Chapter 14A of the City's Municipal Code, referred to as the Historic Preservation Ordinance, identifies evaluation criteria under which a historical site or area may be designated in Section 14A.6, as follows:

a) It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
b) It is identified with persons or events significant in local, state, or national history; or
c) It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
d) It is representative of the notable work of a builder, designer, or architect; or
e) It is found by the council to have significant characteristics which should come under the protection of this chapter.

4.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.2.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.2.
3. Disturb any human remains, including those interred outside of formal cemeteries.

The CEQA Guidelines state that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance. To best mitigate the effects of a project on cultural resources, a lead agency must make a reasonable, good faith effort to determine their historical or archaeological character and eligibility for listing in the CRHR. Of the four primary CRHR criteria for making such recommendations listed in Section 4.4.2, Regulatory Setting, Criterion 4 is most applicable for directing Phase I archaeological investigations. To be eligible for listing in the CRHR, a site must have "yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation" (California Public Resources Code, Section 5024.1; 14 CCR 4852).

4.4.4 Impacts Analysis

Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.2?

Based upon archival research and aerial photographs, the project site has been disturbed and modified between 1946 and 2018. In addition, the project site was also surveyed for potential built environment cultural resources. The survey confirmed that Assessor's Parcel Number (APN) 157-070-42 is vacant and that APN 122-190-22 contains utilities, including a public sewer lift station, that were constructed circa 2016, and no other structures. The survey also confirmed that any historic-age buildings have been demolished on APN 122-190-19, and the only extant structure on the property is a shade structure that was constructed circa 1998. There are no historical-era (greater than 45 years old) structures present on the project site. Therefore, there are no built environment cultural resources within the project site.

Additionally, the project site is in a ravine below most of the adjacent, historic-age, single-family residences, which creates a visual separation between the project site and surrounding development, and it is unlikely that a development on the project site would result in indirect impacts to the setting of built environment cultural resources.

For these reasons, it has been determined that the project would not result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.2, and potential impacts to historic resources as a result of project implementation would be **less than significant**.

Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.2?

Appendix E indicates there is low sensitivity of identifying intact subsurface cultural resources deposits during project implementation. The SCIC records search and pedestrian survey did not identify any cultural resources within the project site.

The review of the historic aerials reveals that all native topsoil that would have had the potential to contain cultural deposits have been removed from the project site. The project site has been entirely disturbed by ground-disturbing activities related to the development of a reservoir, earthen dam, and the grading and development of a public elementary school. The geotechnical report prepared for the project indicates that artificial fill is located to depths ranging between 2 to 25.5 feet below existing grade (Appendix F). No prehistoric- or historic-age resources will be present within the fill sediment.

Despite no significant archaeological resources being identified within the project site, in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, impacts could be **potentially significant,** and **Mitigation Measure (MM) CUL-1** would be required.

Would the Project disturb any human remains, including those interred outside of formal cemeteries?

The project site is not used as a cemetery and is not otherwise known to contain human remains. Additionally, no evidence of human remains was discovered within the project site during the field surveys. However, this does not preclude finding human remains during project excavation and grading activities. As a standard construction practice, and in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the Most Likely Descendant from the deceased Native American. The Most Likely Descendant shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

Prior to implementation of **MM-CUL-2**, impacts to unknown human remains could be **potentially significant**. The project would be required to comply with Section 7050.5 of the California Health and Safety Code and would implement the City's cultural mitigation measure **MM-CUL-2,** which would ensure that any potential impacts to human remains would not occur.

4.4.5 Cumulative Analysis

According to CEQA, the importance of cultural resources comes from the research value and the information they contain, as well as the loss of recognized cultural landmarks and vestiges of our community cultural history. The cumulative study area includes the project area and cumulative project sites.

Regarding historic resources, no historic resources exist at the project site. Thus, no historical resources, as defined under CEQA will be impacted by the project. This includes no direct, indirect, or cumulative impacts. Regarding cultural resources and TCRs, while considered unlikely based on the SCIC records search and correspondence with the tribes, there remains the potential for the project to encounter previously unknown and unanticipated cultural resources or TCRs during construction of the proposed project. Other cumulative projects being analyzed under CEQA would also be required to perform a records search and analyze potential impacts to historical and cultural resources.

The proposed project would implement **MM-CUL-1** and **MM-CUL-2,** which requires a monitoring program to protect unknown archaeological resources and human remains. There is the potential for nearby cumulative projects, especially those that would result in ground-disturbing activities that would impact intact native soils, to inadvertently discover and adversely affect historical resources, archaeological resources, or human remains. Cumulative projects would be required to implement appropriate mitigation measures to reduce potential impacts, as required by state and local laws and regulations. When considered with other foreseeable projects, cumulative impacts would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

4.4.6 Mitigation Measures

Despite no significant archaeological resources being identified within the project site, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard cultural mitigation measures, **MM-CUL-1** and **MM-CUL-2**, outlined below.

MM-CUL-1 In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected a safe distance from the find. If the new discovery is evaluated and found to be significant under the California Environmental Quality Act (CEQA) and avoidance is not feasible, additional work, such as data recovery, may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City of Oceanside (City) and Native American representatives, if applicable. Ground-disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

MM-CUL-2 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or their authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code, Section 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected and so consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within 2 working days of being notified if the remains are subject to their authority. If the Medical Examiner identifies the remains to be of Native American ancestry, they shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendant.

4.4.7 Level of Significance After Mitigation

As analyzed above, project implementation of the recommendations in the Negative Cultural Resources Inventory Report (Appendix E) and implementation of the City's cultural mitigation measures **MM-CUL-1** and **MM-CUL-2** would ensure that potential impacts to archaeological resources and human remains would remain **less than significant**.

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4.5 Energy

This section describes the existing energy conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (proposed project or project) in the City of Oceanside (City). The following analysis is based on the latest version of California Emissions Estimator Model (CalEEMod), Version 2020.4.0, to estimate the proposed project's energy use (Air Quality and Greenhouse Gas Emissions Technical Report, provided as Appendix C).

4.5.1 Existing Conditions

Electricity

According to the U.S. Energy Information Administration, California used approximately 250,379 gigawatt hours of electricity in 2019 (EIA 2020a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. By sector in 2017, commercial uses accounted for 46% of the state's electricity use, followed by 35% for residential uses, and 19% for industrial uses (EIA 2019). Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawai'i (EIA 2020b).

The San Diego Gas and Electric Company (SDG&E) provides electric services to 3.7 million customers through 1.49 million electric meters located in a 4,100-square-mile service area that includes San Diego County and southern Orange County (SDG&E 2022). According to the California Public Utilities Commission (CPUC), SDG&E customers consumed approximately 19,045 million kilowatt-hours (kWh) of electricity in 2020 (CPUC 2022).

SDG&E receives electric power from a variety of sources. In 2017, 44% of SDG&E's power came from eligible renewable energy sources, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2016, 2017).

Based on recent energy supply and demand projections in California, statewide annual peak electricity demand is projected to grow an average of 890 megawatts per year for the next decade, or 1.4% annually, and consumption per capita is expected to remain relatively constant at 7,200 kWh to 7,800 kWh per person (CEC 2016).

In San Diego County, the California Energy Commission (CEC) reported an annual electrical consumption of approximately 7.4 billion kWh in 2020 for residential use (CEC 2020a).

Natural Gas

CPUC regulates natural gas utility service for approximately 10.8 million customers who receive natural gas from Pacific Gas & Electric, Southern California Gas, SDG&E, Southwest Gas, and several smaller natural gas utilities. CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage (CPUC 2017). SDG&E provides natural gas service to San Diego County and Orange County and would provide natural gas to the proposed project. SDG&E is a wholesale customer of Southern California Gas and currently receives all of its natural gas from the Southern California Gas system (CPUC 2017).

The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers accounted for approximately 32% of the natural gas delivered by California utilities

in 2012. Large consumers, such as electric generators and industrial customers (noncore customers), accounted for approximately 68% of the natural gas delivered by California utilities in 2012 (CPUC 2017).

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2017).

CEC reports that SDG&E consumed a total of approximately 50.5 trillion British thermal units (Btu) of natural gas in 2020, including 14.7 trillion Btu for commercial buildings, 2.2 trillion Btu for industrial buildings, and 30.2 trillion Btu for residential use (CEC 2022a). In San Diego County, total natural gas consumption was approximately 50.5 trillion Btu in 2020, with 20.2 trillion Btu for nonresidential use and 30.3 trillion Btu for residential use (CEC 2022b).

Petroleum

According to EIA, California used approximately 681 million barrels of petroleum in 2018, with the majority (584 million barrels) used for the transportation sector (EIA 2021). This total annual consumption equates to a daily use of approximately 1.9 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 78.4 million gallons of petroleum per day, adding up to an annual consumption of 28.7 billion gallons of petroleum. By sector, transportation uses account for approximately 85.5% of the state's petroleum use, followed by 11.1% from industrial uses, 2.5% from commercial uses, 0.9% from residential uses, and 0.01% from electric power uses (EIA 2018). Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 4.5.2, Regulatory Setting. As such, CEC anticipates an overall decrease of gasoline demand in the state over the next decade.

Existing Infrastructure

Electricity for the proposed project would be provided by SDG&E. The proposed project would connect to existing electrical lines within existing roadways adjacent to the project site. Gas is not proposed for this project.

4.5.2 Regulatory Setting

Federal

Energy Policy and Conservation Act

In 1975, Congress enacted the federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility and address national and local interests in air quality and energy.

ISTEA contained factors that metropolitan planning organizations were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation, discussed above. The act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. The act also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels (the RFS) to replace petroleum (EPA 2022). The U.S. Environmental Protection Agency is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other interested parties.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions in greenhouse gas (GHG) emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of the renewable fuels sector in the United States. The updated program is referred to as “RFS2” and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the U.S. Environmental Protection Agency to apply life cycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green" jobs.

State

California Environmental Quality Act

Appendix F of the California Environmental Quality Act (CEQA) Guidelines calls for discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

California Energy Commission

CEC's Integrated Energy Policy Report set forth policies that would enable the state to meet its energy needs under the carbon constraints established in the 2006 Global Warming Solutions Act. The Integrated Energy Policy Report also provides a set of recommended actions to achieve these policies.

Warren–Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974. The Warren–Alquist Act created the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed the CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from utilities, which had a financial interest in high demand projections, and transferred it to a more impartial CEC.
- CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies are provided, and identified policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers. In 2005, CEC and CPUC adopted a second energy action plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based in part on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, CEC and CPUC prepared an "update" that examines the state's ongoing actions in the context of global climate change.

Senate Bill 1078 (2002)

This bill established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

Senate Bills 107 (2006), X1-2 (2011), 350 (2015), and 100 (2018)

Senate Bill (SB) 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20% shall come from renewables; by December 31, 2016, 25% shall come from renewables; and by December 31, 2020, 33% shall come from renewables.

SB 350 (2015) requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 also states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Consequently, utility energy generation from nonrenewable resources is expected to be reduced based on implementation of the 60% RPS in 2030. Therefore, any project's reliance on nonrenewable energy sources would also be reduced.

Assembly Bill 1007 (2005)

AB 1007 (2005) required CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). CEC prepared the plan in partnership with the California Air Resources Board (CARB) and in consultation with the other state, federal, and local agencies. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 32 (2006) and Senate Bill 32 (2016)

In 2006, the State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the State Legislature enacted SB 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030,

requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, CARB prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies and the use of renewable resources and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources. Additional information on AB 32 and SB 32 is provided in Section 4.7, Greenhouse Gases, of this EIR.

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018a). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018a).

Title 24 also includes Part 11, the California Green Building Standards (CALGreen). CALGreen establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. Title 24 categorizes residential buildings that are four or more habitable levels as high-rise residential rather than mid-rise. High-rise residential is included in the nonresidential section of Title 24 and, therefore, is subject to the nonresidential code rather than the residential code. For nonresidential projects (which the project is subject to), some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle charging stations, shade trees, water-conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

Integrated Energy Policy Report

CEC is responsible for preparing integrated energy policy reports that identify emerging trends related to energy supply, demand, and conservation; public health and safety; and maintenance of a healthy economy. CEC's 2018 Integrated Energy Policy Report discusses the state's policy goals of decarbonizing buildings, doubling energy efficiency savings, and increasing flexibility in the electricity grid system to integrate more renewable energy (CEC 2018b). Specifically, for the decarbonizing of building energy, the goal would be achieved by designing future commercial and residential buildings to have their energy sourced almost entirely from electricity in place of natural gas. Regarding the increase in renewable energy flexibility, the goal would be achieved through increases in energy storage capacity within the state, increases in energy efficiency, and adjusting energy use to the time of day when the most amount of renewable energy is being generated. Over time these policies and trends would serve to beneficially reduce the project's GHG emissions profile and energy consumption as they are implemented.

Executive Order N-79-20. Executive Order (EO) N-79-20 (2020) sets the goal for the state that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. EO N-79-20 also sets goals for transition to 100% zero-emission all medium- and heavy-duty vehicles by 2045, zero-emission drayage trucks by 2035, and zero-emission off-road vehicles and equipment by 2035, where feasible. Among other directives to further this EO, for passenger cars and trucks, the governor directed CARB to develop and propose regulations requiring increasing volumes of new zero-emission vehicles sold in the state towards the target of 100% of in-state sales by 2035. The governor also directed the Governor's Office of Business and Economic Development to develop a Zero-Emissions Vehicle Market Development Strategy, which was completed in February 2021.[1] The EO also directs updates and assessments to ensure zero-emission vehicle infrastructure is in place to support the levels of electric vehicle adoption required by the order.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates. As codified in California Government Code, Section 65080, SB 375 requires metropolitan planning organizations (San Diego Association of Governments) to include a sustainable communities strategy in its regional transportation plan. The main focus of the sustainable communities strategy is to plan for growth in a fashion that will ultimately reduce GHG emissions, but the strategy is also a part of a bigger effort to address other development issues within the general vicinity, including transit and vehicle miles traveled, which influence the consumption of petroleum-based fuels.

Local

SDG&E Individual Integrated Resource Plan

SDG&E's Conforming Portfolio identifies a need for approximately 700 gigawatt-hours of incremental renewable power in addition to the assumed increases in energy efficiency and behind-the-meter solar, to meet the 2030 planning target (approximately 4% of the total energy in the portfolio) (SDG&E 2020a). SDG&E's Conforming Portfolio demonstrates that the utility has reduced its GHG emissions in the early years of the planning period, reflecting its current position in relation to its RPS targets—in 2018, approximately 45% of its energy mix came from delivering renewable resources (compared to an RPS requirement of 29%), it has aggressively adopted energy storage, and does not use coal resources. SDG&E is fully compliant with RPS and long-term contracting requirements. SDG&E continues its efforts to meet resource-specific renewable procurement mandates, as required, but does not expect to procure additional resources for RPS compliance purposes until after 2030. SDG&E is forecasted to reach 49% renewable energy in 2021, 98% of which will be from long-term contracts (SDG&E 2020b).

City of Oceanside General Plan

Energy Climate Action Element

The Energy Climate Action Element of the General Plan addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. The Energy Climate Action Element focuses on activities associated with human-induced climate change, and it outlines sustainability goals and policies for the City's decision-making process, including development review protocols. The primary themes and goals of the

[1] https://static.business.ca.gov/wp-content/uploads/2021/02/ZEV_Strategy_Feb2021.pdf.

Energy Climate Action Element are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption (City of Oceanside 2019a).

City of Oceanside Climate Action Plan

The City adopted a Climate Action Plan in May of 2019, which seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests such as quality of life, economic development, and social equity. The Climate Action Plan outlines City measures and strategies to reduce GHG emissions to make progress towards meeting the State of California's 2050 GHG reduction goal. The Climate Action Plan mirrors what the Energy Climate Action Element mentions regarding the different efforts that will be vital in meeting these goals for GHG reduction (City of Oceanside 2019b).

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to energy are based on CEQA Guidelines Appendix G. According to Appendix G, a significant impact related to energy would occur if the proposed project would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.4 Impacts Analysis

Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction Use

Electricity

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers) would be provided by SDG&E. The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix C lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Construction is estimated to occur in 2024 and 2025 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2019). The estimated diesel fuel usage from construction equipment is shown in Table 4.5-1.

Table 4.5-1. Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg/CO_2/Gallon	Gallons
Demolition	3	16.00	10.21	1,567.10
Site Preparation	3	8.89	10.21	870.71
Grading	6	108.00	10.21	10,577.90
Utilities 2024	4	11.80	10.21	1,155.72
Paving 2024	5	9.43	10.21	923.60
Building Construction 2024	7	43.80	10.21	4,289.91
Building Construction 2025	7	46.20	10.21	4,525.00
Architectural Coating 2024	3	0.00	10.21	0.00
Architectural Coating 2025	3	0.00	10.21	0.00
			Total	23,909.94

Sources: Appendix C (pieces of equipment and equipment CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips is estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are analyzed as being gasoline fueled, and vendor/hauling vehicles are analyzed as being diesel fueled. Calculations for total worker, vendor, hauler, and on-site truck fuel consumption are provided in Table 4.5-2.

Table 4.5-2. Construction Worker and Vendor Gasoline and Diesel Demand

Phase	No. of One-Way Trips per Day	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Worker (Gasoline)				
Demolition	16	0.67	8.78	76.31
Site Preparation	18	0.33	8.78	37.59
Grading	20	2.04	8.78	232.35
Utilities	10	1.27	8.78	144.65

Table 4.5-2. Construction Worker and Vendor Gasoline and Diesel Demand

Phase	No. of One-Way Trips per Day	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Paving	16	1.17	8.78	133.26
Building Construction (2024)	164	73.20	8.78	8,337.13
Building Construction (2025)	168	75.80	8.78	8,633.26
Architectural Coating (2024)	34	0.14	8.78	15.95
Architectural Coating (2025)	34	3.80	8.78	432.80
Vendor (Diesel)				
Demolition	2	0.46	10.21	45.05
Site Preparation	2	0.23	10.21	22.53
Grading	2	0.72	10.21	70.52
Utilities	2	0.72	10.21	70.52
Paving	2	0.46	10.21	45.05
Building Construction (2024)	50	30.40	10.21	2,977.47
Building Construction (2025)	52	31.50	10.21	3,085.21
Architectural Coating (2024)	2	0.001	10.21	0.98
Architectural Coating (2025)	2	0.03	10.21	2.94
Hauling (Diesel)				
Demolition	970	82.50	10.21	8,080.31
Site Preparation	0	0	10.21	0
Grading	0	0	10.21	0
Utilities	0	0	10.21	0
Paving	0	0	10.21	0
Building Construction (2024)	0	0	10.21	0
Building Construction (2025)	0	0	10.21	0
Architectural Coating (2024)	0	0	10.21	0
Architectural Coating (2025)	0	0	10.21	0
On-Site Truck (Diesel)				
Demolition	4	0.13	10.21	12.73
Site Preparation	4	0.06	10.21	5.88
Grading	4	0.20	10.21	19.59
Utilities	4	0.19	10.21	18.61
Paving	0	0	10.21	0
Building Construction (2024)	0	0	10.21	0
Building Construction (2025)	0	0	10.21	0
Architectural Coating (2024)	0	0	10.21	0
Architectural Coating (2025)	0	0	10.21	0
			Total	**26,812.67**

Sources: Trips and vehicle CO_2 (Appendix C); kg/CO_2/Gallon (The Climate Registry 2019).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

In summary, construction of the project is anticipated to consume 18,043 gallons of gasoline and 32,679 gallons of diesel over the course of 21 months. By comparison, approximately 15.2 billion gallons of petroleum would be

consumed in California over the course of the proposed project's construction period based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2016).

The project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. The project is also located in an urban area, and worker, vendor, and haul truck trip lengths would be shorter compared to a suburban project location, resulting in less energy use. Therefore, impacts to energy resources during construction would be less than significant.

Construction would comply with all relevant energy-related regulations by conserving energy and natural resources to the extent feasible. The energy demands due to diesel and gasoline use during construction would be small relative to statewide and local demands for fuel use, as discussed previously. The energy consumption during project construction would be commensurate with typical construction projects and would not use energy wastefully or inefficiently. Therefore, impacts related to temporary energy consumption during construction of the project are considered to be **less than significant.**

Operational Use

Electricity

SDG&E provides electric services to 3.7 million customers through 1.49 million electric meters and 905,000 natural gas meters throughout a 4,100-square-mile service area in San Diego County and southern Orange County (SDG&E 2022). According to CPUC, SDG&E customers consumed approximately 19,045 million kWh of electricity in 2020 (CPUC 2022). Based on recent energy supply and demand projections in California, statewide per-capita consumption is expected to remain relatively constant at 7,200 to 7,800 kWh per person (CEC 2015). In the County, SDG&E reported an annual electrical consumption of approximately 15,634 million kWh in 2018, with 8,550 million kWh for nonresidential use and 7,084 million kWh for residential use (SDG&E 2019). More specifically, within the City, annual electricity consumption (encompassing both residential and nonresidential) was approximately 654,557,305 kWh in 2018 (SDG&E 2019).

CalEEMod estimates energy usage associated with building systems that are regulated under Title 24 (such as the heating and cooling system), lighting, and use of appliances, plug-ins, and other sources not covered by Title 24. CalEEMod estimated that the project would consume approximately 696,446 kWh of electricity annually. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with 1 year of project operation is approximately 0.11% of the City's use. The project would comply with Title 24 energy efficiency standards. In addition, the project includes PDF-5, which ensures that photovoltaic (PV) systems are installed to meet 50% of the forecasted electricity demand.

Natural Gas

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural

gas used in California comes from out-of-state natural gas basins. SDG&E provides natural gas service to San Diego and Orange Counties and would provide service to the project site. Implementation of the project would not increase the demand for natural gas at the project site because no natural gas is proposed as part of the project. Thus, the project would not result in wasteful, inefficient, or unnecessary energy consumption.

Petroleum

There are more than 36 million registered vehicles in California, and those vehicles consume an estimated 1.45 billion gallons of fuel each year (CEC 2022a; DMV 2022). Petroleum currently accounts for approximately 92% of California's transportation energy consumption (EIA 2023). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled. Market forces have driven the price of petroleum products steadily upward over time, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible. Largely as a result of and in response to these multiple factors, gasoline consumption within the state has declined in recent years, and availability of other alternative fuels and energy sources has increased. The quantity, availability, and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate (CEC 2020b). Increasingly available and diversified transportation energy resources act to promote continuing reliable and affordable means to support vehicular transportation within the state.

CalEEMod estimated that the project would generate approximately 4,458,040[2] vehicle miles traveled per year. Similar to construction worker and vendor trips, fuel consumption was estimated by converting the total CO_2 emissions from each land use type to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 96% of the fleet range from light-duty to medium-duty vehicles and motorcycles were assumed to run on gasoline. The remaining 4% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses/recreational vehicles, which were assumed to run on diesel. Calculations for annual mobile-source fuel consumption are provided in Table 4.5-3.

Table 4.5-3. Mobile Source Fuel Consumption – Operation

Fuel	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Gasoline	784.27	8.78	89,325.12
Diesel	30.50	10.21	2,987.08
		Total	**92,312.20**

Sources: Appendix C (mobile source CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

As shown in Table 4.5-3, mobile sources from the proposed project would result in approximately 89,325 gallons of gasoline per year and 2,987 gallons of diesel consumed per year beginning in the first full year of operations 2026. By comparison, California as a whole consumed approximately 1.45 billion gallons of petroleum in 2018 (CEC 2019).

[2] Note: This number does not match the vehicle miles traveled analysis prepared for the proposed project, because the vehicle miles traveled analysis is specific to light-duty vehicles per SB 743, and CalEEMod, used here, includes all vehicle types.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by residents, visitors, and employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time.

In summary, although the project would increase electricity and petroleum use during operation, considering the size of the project, estimated use of these resources would be minimal relative to existing statewide and local demands. Energy consumption during project operation would be commensurate with typical residential projects and would not use energy wastefully or inefficiently. Furthermore, the project would include several sustainability design features to reduce potential energy and water usage, such as (but not limited to) electric vehicle parking, solar PV roof tiles to accommodate 50% of on-site energy demand, and drought-tolerant landscaping and water-efficient irrigation systems.

As stated above, the proposed project will include on-site solar PV systems. Other renewable energy systems including wind turbine generation, geothermal generation, energy storage, and other renewable energy generation features are not considered technically or economically feasible and/or demonstrated for a similar project. Additionally, site constraints include limited land availability and incompatibility with land use for large scale power generation facilities as well as unknown interconnection feasibility and compatibility with utility provider systems. For these reasons, other on-site renewable energy systems are not considered feasible for the proposed project.

Given the considerations above, energy consumption associated with construction and operation of the project would not be considered wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would **be less than significant**.

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Title 24 of the California Code of Regulations contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Title 24, Part 6. Title 24, Part 6 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. The proposed project would comply with Title 24, Part 6, per state regulations.

Title 24, Part 11. In addition to CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings and schools and hospitals.

2019 CALGreen Standards. The 2019 CALGreen standards are the current applicable standards. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency

improvements to the residential standards include the introduction of PV into the prescriptive package, and improvements for attics, walls, water heating, and lighting. The standards are conceptually divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards for energy budgets that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions and provide flexibility in how energy efficiency in buildings can be achieved. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that provide a recipe or a checklist compliance approach (24 CCR Part 11).

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Additionally, it is anticipated that operational vehicles would meet the applicable standards of AB 1493 (vehicles manufactured in 2009 or later), and as a result, would likely consume less energy as fuel efficiency standards increase and vehicles are replaced. SDG&E supplies natural gas and electricity to the project site. The proposed project would result in an increased use of electricity during operation compared with the existing conditions. However, the project would result in a nominal increase in electricity over the City's typical annual electricity consumption. In addition, the use of natural gas is not proposed as part of the project, so no impact related to increase demand for natural gas would occur.

Implementation of the proposed project would not result in the reduction of substantial amounts of local or regional energy supplies compared to existing conditions. The resultant increase in energy demand would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond. Further, as substantiated in the calculations above, the increase in electricity usage attributable to the proposed project falls within the current electricity local demands. In addition, the project would comply with Title 24 energy efficiency standards, use appliances that meet Title 20 requirements, and implement sustainability design features. Proposed sustainability design features to be incorporated into the project design include electric vehicle parking stalls, solar PV roof tiles to accommodate 50% of on-site energy demand, and drought-tolerant landscaping and water-efficient irrigation systems. Therefore, it has been determined that the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be **less than significant**.

4.5.5 Cumulative Analysis

Potential cumulative impacts on energy would result if the proposed project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy within the San Diego region. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation. The cumulative projects within the areas serviced by the energy service providers would be applicable to

this analysis; this includes existing aging structures that are energy inefficient. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact.

As described above, the proposed project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary use of energy due to various design features. These design features include prohibiting the use of natural gas, installing electric vehicle charging stations, installing solar panels on buildings, reducing landscaping water use, and planting trees. The project site is located in an area that is served by existing utilities and public services. The project would not result in an increase consumption of natural gas because the project does not include natural gas. However, the project would result in an increase in local consumption of electricity. The proposed project's energy demands would be consistent with the anticipated level of economic development and growth in the region, and SDG&E would have sufficient available capacity to serve the proposed project.

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the proposed project and all other cumulative projects under CALGreen. Cumulative projects would result in an increased demand for electricity, natural gas, and petroleum. However, in accordance with Title 24, Part 11, mandatory compliance, each project applicant would have (a) 50% of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant-emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards; and (d) a 20% reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

In summary, the proposed project contains energy-efficiency design features, would comply with applicable regulatory standards for the enhancement of energy efficiency, and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the proposed project would not contribute to a cumulative impact to the wasteful or inefficient use of energy and would not result in a cumulatively considerable contribution to a potential cumulative impact. Cumulative impacts related to energy would be **less than significant**.

4.5.6 Mitigation Measures

Impacts related to energy as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.5.7 Level of Significance After Mitigation

No substantial impacts related to energy were identified; therefore, no mitigation measures are required. Impacts related to energy would be **less than significant**.

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4.6 Geology and Soils

This section describes the existing geological setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the Pacifica Project (proposed project or project). The following analysis is based on the Preliminary Geotechnical Evaluation Report that was prepared by Geotek Inc. in January 2022, included in this environmental impact report (EIR) as Appendix F. Appendix F1 also identifies the potential for impacts to paleontological resources.

In consideration of the analysis herein, it should be noted that impacts of the environment on a project or plan (as opposed to impacts of a project or plan on the environment) are beyond the scope of required California Environmental Quality Act (CEQA) review. "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project" (*Ballona Wetlands Land Trust v. City of Los Angeles* [2011] 201 Cal.App.4th 455, 473).

4.6.1 Existing Conditions

4.6.1.1 Regional Geologic Setting

The project site is situated in the Peninsular Ranges geomorphic province. The Peninsular Ranges province is one of the largest geomorphic units in western North America. It extends approximately 975 miles from the north and northeast adjacent to the Transverse Range geomorphic province to the tip of the Baja California Peninsula. This province varies in width from about 30 to 100 miles. It is bounded to the north by the Transverse Ranges, to the west by the Pacific Ocean, to the south by the Gulf of California, and to the east by the Colorado Desert Province.

4.6.1.2 Site Geology

Soil and Geologic Conditions

Field investigations of the project site were performed, which consisted of a site reconnaissance and subsurface exploration. Further detail regarding the subsurface exploration is included in Appendix F of this EIR.

Based on subsurface exploration, available geologic maps, technical literature, and site-specific exploration, the project site is underlain by artificial fill, Quaternary-age alluvium, and Tertiary-age Santiago Formation sedimentary bedrock (Kennedy et al. 2007; Appendix F). A brief description of the geologic units encountered on the site are presented below.

Artificial Fill (Af)

Artificial fill soils were documented in each of the test borings. These soils were found to consist of silty fine to coarse sands with occasional clayey sands (SM/SC soil type based upon the Unified Soil Classification System), ranging from yellow-brown to dark brown in color with various other heterogeneous inclusions, dry to moist, and loose to medium dense. Artificial fill was encountered to depths ranging between 2 to 25.5 feet below existing grade with the average depth across all the borings being roughly 10 to 15 feet deep.

Quaternary Alluvium (Qal)

Quaternary (Holocene, less than ~11,700 years old) alluvium was encountered in six of the test borings ranging in depths between 11 to 46.5 feet below ground surface, with the average depth being roughly 13 to 21.5 feet deep (Cohen et al. 2022). These soils consisted of various concentrations of silty sands and clayey sands and were found to be various gray-blacks and browns in color, slightly moist to saturated, silty fine to coarse-grained sands. The soil behavior type of the cone penetration testing sounding is interpreted to be variations of clays and silts. Moisture was noted to increase with depth and became saturated near a groundwater table located approximately 45 feet below existing grades. Some of the alluvium contained roots that brought an organic odor with them.

Tertiary-Age Santiago Formation (Tsa)

Tertiary-age Santiago Formation (sedimentary bedrock) was encountered in eight of the test borings at depths between 2 to 26.5 feet below ground surface. The middle Eocene-age (~49–40 million years old) sedimentary bedrock has also been mapped to underlie the subject property on a regional geologic map reviewed for the area (Kennedy et al. 2007; Cohen et al. 2022). The Santiago Formation is regionally described to consist of medium to coarse-grained, moderately well indurated, massive and broadly cross-bedded sandstone. The sedimentary formation as encountered at the site was a yellow to light brown, fine to coarse sandstone with orange oxidation. The weathered bedrock varied in moisture (dry to very moist) depending on the boring location and was found to be dense to very dense.

Geologic Hazards

Faulting and Seismicity

The geologic structure of the entire Southern California area is dominated mainly by northwest–southeast oriented fault blocks. Several major fault zones are found in this province. The site is in a seismically active region. The Elsinore Fault zone and the San Jacinto Fault zone trend northwest–southeast and are found near the middle of the province. The San Andreas Fault zone borders the northeastern margin of the province. No active or potentially active fault is known to exist at this site nor is the site situated within an Alquist-Priolo Earthquake Fault Zone or a Special Studies Zone. The nearest known active fault to the project site is the Rose Canyon-Newport-Inglewood fault (offshore), which is located approximately 9 miles to the southwest of the property. A potential earthquake with a magnitude (maximum credible earthquake) of up to 6.9 may result from this fault.

Liquefaction and Seismic Settlement

Liquefaction describes a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless soils. These soils may thereby acquire a high degree of mobility, which can lead to lateral movement, sliding, settlement of loose sediments, sand boils, and other damaging deformations. This phenomenon occurs only below the water table, but, after liquefaction has developed, the effects can propagate upward into overlying non-saturated soil as excess pore water dissipates. As indicated in Appendix F, due to the depth of groundwater (45 feet below existing ground surface), ground acceleration of 0.48 g (PGA_M; peak ground acceleration mean) and mean earthquake event (6.57), seismically induced liquefaction or settlement is not anticipated to occur at the project site.

Landslides

Several formations within the San Diego region are particularly prone to landslide. These formations generally have high clay content and mobilize when they become saturated with water. Other factors, such as steeply dipping bedding that project out of the face of the slope and/or the presence of fracture planes, will also increase the potential for landslides. No landslides or indications of deep-seated landslide were indicated at the site during the field exploration.

Flood Hazard

According to a Federal Emergency Management Agency flood insurance rate map (06073C0468H), the project site is not located within a floodplain identified as part of a Special Flood Hazard Area (FEMA 2022).

Surface Water and Groundwater

Surface water was not observed during the recent exploration. If encountered during earthwork operations, surface water on this site is the likely result of precipitation, irrigation, or possibly some minor surface runoff from immediately surrounding properties. Overall, the site drainage is directed toward the west to southwest with localized variations.

Groundwater was encountered in one exploration boring at a depth of 45 feet below existing ground surface. Due to the depth of encountered groundwater and absence of groundwater in the rest of the subsurface borings, groundwater is not expected to be encountered during construction.

4.6.1.3 Paleontological Resources

As defined by the Society of Vertebrate Paleontology (2010) guidelines, significant nonrenewable paleontological resources are:

> [F]ossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years).

Dudek submitted a paleontological records search request with the San Diego Natural History Museum on January 26, 2023, and results were received on February 6, 2023. The museum reported no localities within the project site, or within a 1-mile radius (SDNHM 2023). The Santiago Formation has yielded significant fossil localities in other portions of San Diego County that have produced terrestrial fossil vertebrates, as well as marine and estuarine mollusks (SDNHM 2023).

Holocene alluvium is generally too young to preserve paleontological resources, and therefore has low paleontological sensitivity. However, the potential for finding paleontological resources increases with depth as the sediments may transition into older Pleistocene sediments, and therefore, the paleontological sensitivity increases to moderate or high at depth.

The middle Eocene Santiago Formation has high paleontological sensitivity (Appendix F1; SDNHM 2023; Cohen et al. 2022). Description of the sediments attributed to the Santiago Formation in the geotechnical report suggest

that the project site could be in member B or C of the formation, which have the highest potential for encountering paleontological resources.

4.6.2 Regulatory Setting

Federal

International Building Code

The International Building Code (IBC) is a model building code developed by the International Code Council that provides the basis for the California Building Code (CBC). The purpose of the IBC is to provide minimum standards for building construction to ensure public safety, health, and welfare. Prior to the creation of the IBC, several different building codes were used; however, by the year 2000, the IBC had replaced these previous codes. The IBC is updated every 3 years.

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction activities. The OSHA Excavation and Trenching standard, Title 29 of the Code of Federal Regulations, Part 1926.650 et seq., covers requirements for excavation and trenching operations. OSHA requires that excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

Paleontological Resources Protection Act

The Paleontological Resources Protection Act (PRPA) of 2009 directs the Secretaries of the Interior and Agriculture to manage and protect paleontological resources on federal land using “scientific principles and expertise.” The PRPA incorporates most of the recommendations of the Secretary of the Interior’s report titled Assessment of Fossil Management on Federal and Indian Lands (DOI 2000) to formulate a consistent paleontological resources management framework. In passing the PRPA, congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the U.S. Bureau of Land Management, National Park Service, U.S. Forest Service, Bureau of Reclamation, and the U.S. Fish and Wildlife Service, and provides the following:

- Criminal and civil penalties for illegal sale, transport, theft, and vandalism of fossils from federal lands
- Minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants)
- Definitions for “paleontological resources” and “casual collecting”
- Requirements for curation of federal fossils in approved repositories

The PRPA requires the Secretaries of the Interior and Agriculture to manage and protect paleontological resources on federal land. The PRPA furthers the protection of fossils on federal lands by criminalizing the unauthorized removal of fossils.

Federal Land Policy Management Act

The Federal Land Policy Management Act of 1976 (PL 94-579; 90 Statute 2743, USC 1701–1782) requires that public lands be managed such that the quality of their scientific values is protected. The act recognizes significant paleontological resources as scientific resources and requires federal agencies to manage public lands in a manner that protects scientific resource quality.

State

California Geologic Survey

The California Geologic Survey provides guidance with regard to seismic hazards. The California Geologic Survey's Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California (CGS 2008), provides guidance for evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigation.

State of California Division of Occupational Safety and Health, California Department of Industrial Relations

The State of California Division of Occupational Safety and Health (CalOSHA) Excavations Standard (Subchapter 4, Article 6) details requirements for excavation operations. CalOSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavated area, or placing a shield between the side of the excavation and the work area. Article 6 also includes specifications for a Tailgate/Toolbox Guide for Trenching Safety before and during excavation activities.

California Building Code

The CBC has been codified in the California Code of Regulations as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating building standards. Under state law, building standards must be centralized in Title 24 to be enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use, occupancy, location, and maintenance of all building and structures within its jurisdiction. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California. The CBC describes requirements for engineering geologic reports, supplemental ground-response reports, and geotechnical reports (California Building Standards Commission 2019).

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act of 1972 (California Public Resources Code, Sections 2621–2630) regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The act helps define areas where fault rupture is most likely to occur. The act groups faults into categories of active, potentially active, and inactive. Historic- and Holocene-age faults are considered active. Late Quaternary- and Quaternary-age faults are considered potentially active, and pre-Quaternary-age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be sufficiently active and well defined by detailed site-specific geologic explorations in order to determine whether

building setbacks should be established. Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. The project site is not identified on an Alquist–Priolo Earthquake Fault Zoning Map (Appendix F).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code, Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction, landslides, strong ground shaking, or other earthquake and geologic hazards. The Seismic Hazards Mapping Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites, and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils. The project site is not identified on a seismic hazards map.

CEQA Paleontological Resources

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under state (CEQA) laws and regulations. Paleontological resources are explicitly afforded protection by CEQA, specifically in Section VII(f) of CEQA Guidelines Appendix G, the "Environmental Checklist Form," which addresses the potential for adverse impacts to "unique paleontological resource[s] or site[s] or … unique geological feature[s]." This provision covers fossils of significant importance—remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group—as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth. Further, CEQA provides that generally, a resource shall be considered "historically significant" if it has yielded or may be likely to yield information important in prehistory (California Public Resources Code 15064.5 [a][3][D]). Paleontological resources would fall within this category. California Public Resources Code Chapter 1.7, Sections 5097.5 and 30244, also regulates removal of paleontological resources from state lands, defines unauthorized removal of fossil resources as a misdemeanor, and requires mitigation of disturbed sites.

California Public Resources Code, Section 5097–5097.6 – Archaeological, Paleontological and Historical Sites

California Public Resources Code, Section 5097–5097.6 outlines the requirements for cultural resource analysis prior to the commencement of any construction project on state lands. This section identifies that the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands is a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (expressed permission) on public lands and provides for criminal sanctions. This section was amended in 1987 to require consultation with the California Native American Heritage Commission whenever Native American graves are found. Violations for the taking or possessing remains or artifacts are felonies.

Local

County of San Diego Code of Regulatory Ordinances Sections 87.101––87.804, Grading, Clearing, and Watercourses Ordinance

Section 87.430 of the County's Grading and Clearing Ordinance provides for the requirement of a paleontological monitor at the discretion of the County. In addition, the suspension of grading operation is required upon the

discovery of fossils greater than 12 inches in any dimension. The ordinance also requires notification of the County Official (e.g., Permit Compliance Coordinator). The ordinance gives the County Official the authority to determine the appropriate resource recovery operations, which shall be carried out prior to the County Official's authorization to resume normal grading operations.

City of Oceanside General Plan

Public Safety Element

State of California law requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. General Plans are also required to contain specific elements regarding different areas of planning; relevant elements include land use, environmental resource management, and public safety. While each element outlines policies, plans, and goals that guide the City to maintaining and improving each area of development, the Public Safety Element specifically addresses seismic hazards and geologic conditions.

The Public Safety Element includes the following seismic and geologic hazard objectives:

1. Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.
2. Minimize the risk of occupancy of all structures from seismic and geologic occurrences.
3. Provide to the public all available information about existing seismic and geologic conditions.

The Public Safety Element includes the Public Safety Plan that provides definitions, maps, and mitigation information for seismic and geologic hazards that exist within the City (City of Oceanside 2002a).

Environmental Resource Management Element

The Environmental Resource Management Element includes the following policy for soil, erosion, and drainage:

1. Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.

The Environmental Resource Management Element also provides a general map of soil types within the City (see Figure ERM-3, Soil and Land Forms, in City of Oceanside 2002b).

Land Use Element

The Land Use Element contains the following objectives and policies regarding geology and soils (City of Oceanside 2002c):

3.14 Grading and Excavations: To provide mitigation recommendations for grading and excavations in the City of Oceanside.

Policy 3.14A**:** Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures:

1. Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.
2. Plant bare slopes and cleared areas with appropriate vegetation immediately after grading.

3. Chemically treat soils to increase stability and resistance to erosion.
4. Install retaining structures where appropriate.
5. Construct drainage systems to direct and control rate of surface runoff.
6. Construct silt traps and settling basins in drainage systems.
7. Construct weirs and check dams on streams.

3.23 Paleontological Resources: Recovery, retention and evaluation of paleontological resources.

Policy 3.23A: Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City's natural resource management data base system.

City of Oceanside Building Code

Chapter 6, Building Construction Regulations, of the City's Municipal Code outlines the regulations and requirements for construction of buildings within the City's jurisdiction, including seismic and geologic safety design standards. The City adopts the most recent CBC as the local building code and makes amendments as needed.

City of Oceanside Grading Ordinance

City of Oceanside Grading Ordinance (City of Oceanside 1992) requires that all grading, clearing, brushing, or grubbing on natural or existing grade must have a grading permit from the City Engineer. A landscape and irrigation plan is required for developments including, but not limited to, commercial, grading permits, grading slopes, industrial, parking lots, planned residential developments, remodeling that requires a permit, and subdivisions. Plans shall include details regarding landscaping, erosion control, and irrigation features. Section 1501(d) of the City's Grading Ordinance details requirements and practices of the Erosion Control System to reduce or avoid the potential for sediment runoff and erosion.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to geology and soils are based on CEQA Guidelines Appendix G (14 CCR 15000 et seq.). According to Appendix G, a significant impact related to geology and soils would occur if the project would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
   a. Rupture of a known earthquake fault, as delineated on the most recent Alquist–Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)
   b. Strong seismic ground shaking.
   c. Seismic-related ground failure, including liquefaction.
   d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.6.4 Impacts Analysis

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (a) rupture of a known earthquake fault, as delineated on the most recent Alquist–Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42); (b) strong seismic ground shaking; (c) seismic-related ground failure, including liquefaction; or (d) landslides?

(a) As described under Section 4.6.1.2, Site Geology, the project site is located within a seismically active region, as is all of Southern California. However, the project site is not located within an Alquist–Priolo Earthquake Fault Zone, and there are no known active or potentially active faults transecting or projecting toward the project site (Appendix F). The nearest active faults are the Rose Canyon and Newport Inglewood Faults, located approximately 9 miles southwest of the project site. Therefore, ground rupture because of active faulting is not likely to occur on site due to the absence of known active faults. Cracking of building foundations and walls due to shaking from distant seismic events is not considered an existing significant hazard, although it is a possibility at any site in Southern California. Implementation of recommendations outlined in Appendix F and adherence to the CBC requiring specific performance standards to address geologic hazards would ensure impacts related to faulting and seismicity would remain **less than significant**.

(b) Due to regional proximity to major known active fault zones such as the Rose Canyon Fault and Newport-Inglewood Fault (located approximately 9 miles southwest of the project site), the project site lies in a seismically active region. A potential earthquake with a magnitude (maximum credible earthquake) of up to 6.9 may result from this fault. The project site is likely to be subjected to strong ground motion from seismic activity similar to that of the rest of San Diego County and Southern California, due to the seismic activity of the region as a whole. With adherence to the IBC and CBC requiring specific performance standards and implementation of the Geotechnical Evaluation Report (Appendix F), project impacts related to strong seismic ground shaking would be **less than significant**.

(c) As described in Appendix F, due to the depth to groundwater at approximately 45 feet below existing ground surface and mean earthquake magnitude the site is not susceptible to liquefaction during a seismic event. Seismically induced settlement is also not anticipated to occur on the project site.

As described above, the project site is not located within a floodplain as mapped by the Federal Emergency Management Agency. As such, the potential for flooding of the project site is considered low. For the reasons stated above, potential impacts related to seismic-related ground failure are considered to be **less than significant**.

(d) There is no evidence of landslides or instability on site or in the immediate area. Therefore, potential impacts associated with significant landslides or large-scale slope instability at the project site are considered to be **less than significant**.

Overall, the project would result in a **less-than-significant** impact related to risk of loss, injury, or death involving earthquake faults, seismic ground shaking, and seismic-related ground failure with implementation of Geotechnical Evaluation Report (Appendix F) recommendations and IBC and CBC compliance.

Would the project result in substantial soil erosion or the loss of topsoil?

The potential for erosion would increase during construction as a result of vehicles, heavy equipment, and general earth work accelerating the erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. The project would be subject to compliance with the City's General Plan Grading and Excavations Objective and Policy 3.14A identified in Section 4.6.2, Regulatory Setting, above, that requires measures during grading to reduce erosion. Refer to Section 4.9, Hydrology and Water Quality, for additional details. Additionally, all recommendations outlined in the Geotechnical Evaluation Report (Appendix F) would be implemented, including recommendations related to grading activities. Potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the stormwater pollution prevention plan (refer to Section 4.9 for more information). Furthermore, the proposed project would incorporate landscaping throughout the project site and along the slopes/boundaries of the project site. The proposed landscaping features covering sloped areas would inhibit erosion, and proposed landscaping would stabilize soils, thereby reducing erosion potential on the project site. Therefore, impacts related to soil erosion are determined to be **less than significant**.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Please refer to response to Threshold 1 above. With implementation of all recommendations outlined in the Geotechnical Evaluation Report (Appendix F), potential impacts related to landslides, liquefaction, spreading, subsidence, collapse, and unstable soils would be **less than significant**.

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

A majority of the site is underlain by materials suitable for construction, such as the Santiago Formation (Appendix F). Following site grading, the site soils are anticipated to have "low" (EI<50) to "medium" (EI<90) expansion potential. With implementation of the recommendations outlined in Section 5 of the Geotechnical Evaluation Report (Appendix F), impacts related to expansive soils would be **less than significant**.

Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project would be provided sewer service through the City, as discussed in Section 4.17, Utilities and Service Systems. The proposed project does not include or require the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Direct impacts to paleontological resources occur when earthwork activities, such as mass grading operations, cut into the geological deposits (formations) within which fossils are buried. These direct impacts are in the form of

physical destruction of fossil remains. Impacts to paleontological resources are typically rated from high to zero depending upon the resource sensitivity of impacted formations.

Based on the soils and geological conditions on the project site, as indicated by the paleontological records search results (SDNHM 2023), the geotechnical report (Appendix F), and geological mapping at a 1:100,000 scale (Kennedy et al. Tan 2007), it was determined that the Artificial fill materials (map unit Af) has no paleontological resource sensitivity rating; the Quaternary (Holocene) alluvium (map unit Qya) has low paleontological sensitivity, but the sensitivity increases with depth, and the sensitivity can become moderate if Pleistocene-age deposits are encountered; and the Tertiary (middle Eocene) Santiago Formation (map unit Tsa) has high paleontological resource sensitivity.

Development of the proposed project would require excavations for building foundations and utilities, and any excavations into the potentially fossil-bearing strata within the Santiago Formation and/or Pleistocene-age deposits could result in **potentially significant** impacts to paleontological resources. **Mitigation measure (MM) GEO-1** through **MM-GEO-6** would be required.

4.6.5 Cumulative Analysis

Due to the localized nature of geology and soils, cumulative projects would address potential impacts to geology and soils on a project-by-project basis, as potential geologic hazards and soil composition vary by site. Each cumulative project would be required to assess individual and site-specific geologic conditions, which would inform construction and development of each site. All cumulative development would be subject to similar requirements to those imposed and implemented for the proposed project and would be required to adhere to applicable regulations, standards, and procedures.

As described above, project impacts related to earthquakes, seismic-related ground shaking and ground failure, liquefaction, landslides, erosion, lateral spreading, expansive soils, and water disposal systems were determined to be less than significant. However, project excavations for building foundations and utilities and any excavations into the potentially fossil-bearing strata within the Santiago Formation and/or Pleistocene age deposits could result in potentially significant impacts to paleontological resources. **MM-GEO-1** through **MM-GEO-6** would be required, and impacts would be reduced to less than significant. While some of the projects on the cumulative list are located in areas that may contain paleontological resources, the presence of these resources is typically unknown prior to construction, and it is expected that mitigation measures would be included with approval of cumulative projects to ensure that impacts to paleontological resources are minimized.

Each cumulative project would be required to assess individual and site-specific geologic conditions, which would inform construction and development of each site. All cumulative development would be subject to similar requirements to those imposed and implemented for the proposed project and would be required to adhere to applicable regulations, standards, and procedures. As such, cumulative impacts related to geology and soils would be **less than significant**.

4.6.6 Mitigation Measures

Impacts related to geology and soils as a result of project implementation are determined to be less than significant, with the exception of potential impacts to paleontological resources. Implementation of **MM-GEO-1** through **MM-GEO-6** outlined below would ensure that potential impacts to paleontological resources are reduced to a less-than-significant level. **MM-CUL-1** and **MM-CUL-2** would also apply.

MM-GEO-1 A qualified paleontologist shall attend the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues (a qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least 1 year).

MM-GEO-2 A paleontological monitor should be on site on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential (Pleistocene-age deposits and the Santiago Formation) to inspect exposures for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of a qualified paleontologist.)

MM-GEO-3 If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the site.

MM-GEO-4 Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program.

MM-GEO-5 Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils should be accompanied by financial support for initial specimen storage. Fossil lab and/or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent.

MM-GEO-6 A final summary report shall be completed that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

4.6.7 Level of Significance After Mitigation

As described in the impact analysis throughout Section 4.6.4, impacts related to geology and soils as a result of the proposed project would be less than significant, with the exception of impacts to paleontological resources, which were determined to be potentially significant. Implementation of mitigation measures **MM-GEO-1** through **MM-GEO-6** outlined above would ensure that potential impacts to paleontological resources are reduced to less than significant. Therefore, with implementation of proposed mitigation, project impacts related to geology and soils would be **less than significant**.

4.7 Greenhouse Gases

This section describes the existing greenhouse gas (GHG) conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Pacifica Project (proposed project or project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in June 2023, which is included as Appendix C of this environmental impact report (EIR).

4.7.1 Existing Conditions

Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in the earth's energy balance, including variations in the sun's energy reaching the earth, changes in the reflectivity of the earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by the earth's atmosphere (EPA 2022a).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: short-wave radiation emitted by the sun is absorbed by the earth, the earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the earth. The greenhouse effect is a natural process that contributes to regulating the earth's temperature and creates a pleasant, livable environment on the earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the earth's surface temperature to rise.

The scientific record of the earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC 2014; EPA 2022a). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2014). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2014). Continued emissions of GHGs will cause further warming and changes in all components of the climate system.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen

trifluoride (NF_3) (see also 14 CCR 15364.5).[1] Some GHGs, such as CO_2, CH_4, and N_2O, are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.[2]

Carbon Dioxide. CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 include combustion of fuels such as coal, oil, natural gas, and wood, and changes in land use.

Methane. CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. CH_4 is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (such as in rockets, race cars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are powerful, synthetic GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric substances that deplete ozone (O_3) (e.g., chlorofluorocarbons, hydrochlorofluorocarbons [HCFCs], and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons.** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to O_3-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons.** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the O_3-depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride.** SF_6 is a colorless gas that is soluble in alcohol and ether and is slightly soluble in water. SF_6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, and the magnesium industry, and as a tracer gas for leak detection.

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1 California Health and Safety Code 38505 identifies seven greenhouse gases (GHGs) that the California Air Resources Board (CARB) is responsible for monitoring and regulating to reduce emissions: CO_2, CH_4, N_2O, SF_6, HFCs, PFCs, and NF_3.

2 The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), CARB's Glossary of Air Pollution Terms (2015), and EPA's Glossary of Climate Change Terms (2017).

- **Nitrogen Trifluoride.** NF_3 is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.
- **Chlorofluorocarbons.** Chlorofluorocarbons are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. Chlorofluorocarbons are chemically unreactive in the lower atmosphere (troposphere) and the production of chlorofluorocarbons was prohibited in 1987 due to the chemical destruction of stratospheric O_3.
- **Hydrochlorofluorocarbons.** HCFCs are a large group of compounds, whose structure is very close to that of chlorofluorocarbons—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of chlorofluorocarbons for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived species that varies spatially, which makes quantifying its global warming potential (GWP) difficult. Diesel particulate matter emissions are a major source of black carbon and are toxic air contaminants that have been regulated and controlled in California for several decades to protect public health. In relation to declining diesel particulate matter from the California Air Resources Board (CARB) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California were reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and is necessary to maintain life.

Ozone. Tropospheric O_3, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, which is created by the interaction between solar ultraviolet radiation and molecular oxygen, plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the earth (e.g., affect cloud formation or albedo) (EPA 2022a). The Intergovernmental Panel on Climate Change (IPCC) developed the GWP concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to

that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2e).

The current version of the California Emissions Estimator Model (CalEEMod) (version 2020.4.0) assumes that the GWP for CH_4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC's Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the project.

Sources of Greenhouse Gas Emissions

Global Inventory

Anthropogenic GHG emissions worldwide in 2020 (the most recent year for which data is available) totaled approximately 49,800 million metric tons (MMT) of CO_2e, excluding land use change and forestry (PBL 2022). The top six GHG emitters include China, the United States, the Russian Federation, India, Japan, and the European Union, which accounted for approximately 60% of the total global emissions, or approximately 30,270 MMT CO_2e (PBL 2022). Table 4.7-1 presents the top GHG-emissions-producing countries.

Table 4.7-1. Six Top GHG Producer Countries

Emitting Country	2020 GHG Emissions (MMT CO_2e)[a,b]
China	14,300
United States	5,640
European Union	3,440
India	3,520
Russian Federation	2,210
Japan	1,160
Total	**30,270**

Source: PBL 2022.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
[a] Column may not add due to rounding.
[b] GHG emissions do not include land use change and forestry-related GHG emissions.

National Inventory

Per the U.S. Environmental Protection Agency (EPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2020 (EPA 2022b), total United States GHG emissions were approximately 5,981.4 MMT CO_2e in 2020 (EPA 2022b). The primary GHG emitted by human activities in the United States was CO_2, which represented approximately 94.7% of total GHG emissions (4,715 MMT CO_2e). The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 87.2% of CO_2 emissions in 2020 (4,342.7 MMT CO_2e). Total U.S. emissions have decreased by 7.3% from 1990 to 2020, down from a high of 15.7% above 1990 levels in 2007. Emissions decreased from 2019 to 2020 by 9.0% (590.4 MMT CO_2e.). Net emissions (i.e., including sinks) were 5,222.4 MMT CO_2e in 2020. Overall, net emissions decreased 10.6% from 2019 to 2020 and decreased 21.4% from 2005 levels. The sharp decline in emissions from 2019 to 2020 is largely due to the impacts of the coronavirus (COVID-19) pandemic on travel and economic activity; however, the decline also reflects the combined impacts of long-term trends in many factors, including population, economic growth, energy markets, technological changes including energy efficiency, and the carbon intensity of energy fuel choices. Between 2019 and 2020, the decrease in total GHG emissions was driven largely by a 10.5% decrease in CO_2 emissions from

fossil fuel combustion, including a 13.3% decrease in transportation sector emissions from less travel due to the COVID-19 pandemic and a 10.4% decrease in the electric power sector. The decrease in electric power sector emissions was due to a decrease in electricity demand of 2.5% since 2019 and also reflects the continued shift from coal to less carbon intensive natural gas and renewables (EPA 2022b).

State Inventory

According to California's 2000–2020 GHG emissions inventory (2022 edition), California emitted approximately 369.2 MMT CO_2e in 2020, including emissions resulting from out-of-state electrical generation (CARB 2022a). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. Table 4.7-2 presents California GHG emission source categories and their relative contributions to the emissions inventory in 2020.

Between 2000 and 2019, per-capita GHG emissions in California have dropped from a peak of 14.0 MT per person in 2001 to 10.5 MT per person in 2019, representing an approximate 25% decrease. In addition, total GHG emissions in 2019 were approximately 7 MMT CO_2e lower than 2018 emissions (CARB 2022a).

Table 4.7-2. GHG Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total
Transportation	136.60	37
Industrial uses	73.84	20
Electricity generation[a]	59.07	16
Residential and commercial uses	36.92	10
Agriculture and forestry	33.22	9
High GWP substances	22.15	6
Recycling and waste	7.38	2
Totals	**369.2**	**100**

Source: CARB 2022a.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent; GWP = global warming potential.
Emissions reflect 2020 California GHG inventory.
Totals may not sum due to rounding.
[a] Includes emissions associated with imported electricity, which account for 18.46 MMT CO_2e.

Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 MT per person to 9.3 MT per person in 2020, a 33% decrease. In 2016, statewide GHG emissions dropped below the 2020 GHG limit of 431 MMT CO_2e and have remained below the limit since that time (CARB 2022a).

Local Inventories

According to the GHG inventory data compiled by the Energy Policy Initiative Center, in 2012, the County (as defined to include all cities therein and unincorporated County areas) emitted 34.7 MMT CO_2e (EPIC 2015).

The 2013 emissions inventory for the City is shown in Table 4.7-3 below.

Table 4.7-3. City of Oceanside GHG Emissions by Sectors for 2013

Source Category	Annual GHG Emissions ($MT\ CO_2e$)	Percent of Total
Transportation	477,178	48.5
Electricity	251,524	25.6
Natural gas	162,447	16.5
Solid waste	40,615	4.1
Water[1]	27,420	2.8
Municipal operations	24,828	2.5
Total	**984,012**	**100**

Source: City of Oceanside 2019.
Notes: GHG = greenhouse gas; $MT\ CO_2e$ = metric tons of carbon dioxide equivalent.
GHG emissions for each category are rounded. Sums may not add up to totals due to rounding.
1 Emissions associated with water and wastewater treatment at City-operated facilities were accounted for as municipal emissions. Water emissions include upstream emissions from import of water to the City.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 IPCC Synthesis Report (IPCC 2014) indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers, and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the

Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has followed an increasing trend overall.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea-level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. In addition to the potential statewide effects of climate change, to address local and regional governments need for information to support action in their communities, the CNRA Fourth Assessment includes reports for nine regions of the state, including the San Diego Region, where the project is located. Key projected climate changes for the San Diego Region include the following (CNRA 2019):

- Temperature is projected to increase substantially, along with mean temperature, heat wave frequency will increase, with more intensity and longer duration.
- Precipitation will remain highly variable but will change in character, with wetter winters, drier springs, and more frequent and severe droughts punctuated by more intense individual precipitation events.
- Wildfire risk will increase in the future as climate warms. The risk for large catastrophic wildfires driven by Santa Ana wind events will also likely increase as a result of a drier autumns leading to low antecedent precipitation before the height of the Santa Ana wind season.
- The sea level along San Diego County's shoreline is expected to rise. High tides combined with elevated shoreline water levels produced by locally and distantly driven wind-driven waves will drive extreme events. Longer-term sea level will increase rapidly in the second half of the century and will be punctuated by short periods of storm-driven extreme sea levels that will imperil existing infrastructure, structures, and ecosystems with increasing frequency.

4.7.2 Regulatory Setting

Federal

Massachusetts v. EPA

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned

decision. In December 2009, the administrator signed a final rule with the following two distinct findings regarding GHGs under Section 202(a) of the federal Clean Air Act:

- The administrator found that elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is the "endangerment finding."
- The administrator further found the combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, would do the following, which would aid in the reduction of national GHG emissions (EPA 2007):

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances

Federal Vehicle Standards

In response to a U.S. Supreme Court ruling, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (EPA 2022c).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018 (76 FR 57106–57513). The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018– 2027 for certain trailers, and model years 2021– 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2% to 3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of 1°C by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives.

In 2019, EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. In March 2020, Part Two was issued, which set CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. In March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and zero-emission vehicle sales mandate. EPA's March 2022 action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The bill includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% as compared to 2005 levels by 2030. The bill allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

State

The statewide GHG emissions regulatory framework is summarized below by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other state regulations and goals. The following text describes EOs, legislation [assembly bills (AB) and senate bills (SB)], regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

State Climate Change Targets

The state has taken a number of actions to address climate change. These include EOs, legislation, and CARB plans and requirements. These are summarized below.

EO S-3-05. EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issued reports from 2006 to 2010.

AB 32. In furtherance of the goals established in EO S-3-05, the legislature enacted AB 32. The bill is referred to as the California Global Warming Solutions Act of 2006. AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives.

EO B-55-18. EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

SB 32 and AB 197. SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the senate and three members of the assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the scoping plan.

CARB's Climate Change Scoping Plan. One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code Section 38561[a]) and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
2. Achieving a statewide renewable energy mix of 33%.

3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions.
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (17 CCR 95480 et seq.).
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15% from then levels (2008) by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EOs S-3-05 and B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the state's 1990 emissions level, using more recent GWPs identified by the IPCC, from 427 MMT CO_2e to 431 MMT CO_2e (CARB 2014)

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. The governor called on California to pursue a new and ambitious set of strategies, in line with the five climate change pillars from his inaugural address, to reduce GHG emissions and prepare for the unavoidable impacts of climate change. In the summer of 2016, the legislature affirmed the importance of addressing climate change through passage of SB 32.

In December 2017, CARB released the 2017 Climate Change Scoping Plan Update (2030 Scoping Plan) for public review and comment (CARB 2017). The 2030 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' "known commitments" include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, it recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan's 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO_2e per capita by 2030 and no more than 2 MT CO_2e per capita by 2050, which are consistent with the state's long-term goals. These goals are also consistent with the Global Climate Leadership Memorandum of Understanding (Under 2 MOU) and the Paris Agreement, which are developed around the scientifically based levels necessary to limit global warming below 2°C. The 2017 Scoping Plan recognizes the benefits of local government GHG planning (e.g., through climate action plans [CAPs]) and provides more information regarding tools CARB is working on to support those efforts. It also recognizes the California Environmental Quality Act (CEQA) streamlining provisions for project-level review where there is a legally adequate CAP.[3] The 2017 Scoping Plan was approved by CARB's Governing Board on December 14, 2017.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered consistent with the statutes and EOs if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and does not impede attainment of those goals. As discussed in several cases, a given project need not be in perfect conformity with every planning policy or goals to be consistent. A project would be consistent if it would further the objectives and not obstruct their attainment.

EO B-30-15. EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Scoping Plan to express the 2030 target in terms of MMT CO_2e. The EO also called for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

SB 605 and SB 1383. SB 605 (2014) required CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state, and SB 1383 (2016) required CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of short-lived climate pollutants (40% below 2013 levels by 2030 for CH_4 and HFCs and 50% below 2013 levels by 2030 for anthropogenic black carbon) and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as previously discussed, CARB adopted its Short-Lived Climate Pollutant Reduction Strategy in March 2017. The Short-Lived Climate Pollutant Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH_4, and fluorinated gases.

Building Energy

Title 24, Part 6. Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC) (and revised if necessary) (California Public Resources Code, Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or

[3] *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; *San Francisco Tomorrow et al. v. City and County of San Francisco* (2015) 229 Cal.App.4th 498; *San Franciscans Upholding the Downtown Specific Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

unnecessary consumption of energy" (California Public Resources Code, Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost effectiveness (California Public Resources Code, Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2016 Title 24 building energy efficiency standards became effective January 1, 2017. The 2019 Title 24 Building Energy Efficiency Standards became effective on January 1, 2020, which will further reduce energy used and associated GHG emissions compared to the 2016 Title 24 building energy standards. Residential buildings built to the 2019 standards are anticipated to use an estimated 53% less energy than those built to the 2016 standards (CEC 2018).

The 2022 Title 24 standards will improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC adopted the 2022 Title 24 Energy Code in August 2021, and the California Building Standards Commission approved incorporating the updated code into the California Green Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses (CEC 2021):

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

Title 24, Part 11. In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, schools, and hospitals. The CALGreen 2019 standards, which are the current standards, became effective January 1, 2020.

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

AB 1109. Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting.

SB 1. SB 1 (August 2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the California Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

AB 1470 (Solar Water Heating). This bill established the Solar Water Heating and Efficiency Act of 2007. The bill makes findings and declarations of the legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand. The bill defines several terms for purposes of the act. The bill requires the commission to evaluate the data available from a specified pilot program, and, if it makes a specified determination, to design and implement a program of incentives for the installation of 200,000 solar water heating systems in homes and businesses throughout the state by 2017.

Renewable Energy and Energy Procurement

SB 1078. SB 1078 (September 2002) established the Renewables Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities. Initially, the RPS required utilities to obtain 20% of their power from renewable sources by 2010. SB X1-2 (2011) subsequently expanded the RPS by establishing that 33% of the total electricity sold to retail customers in California per year by December 31, 2020, and in subsequent years, be secured from qualifying renewable energy sources. SB 350 (2015) further expanded the RPS by establishing that 50% of the total electricity sold to retail customers in California per year by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 (2018) further accelerated the RPS, requiring achievement of a 50% RPS by December 31, 2026, and a 60% RPS by December 31, 2030. SB 100 also established a new state policy goal that calls for eligible renewable energy resources and zero-carbon resources to supply 100% of electricity retail sales and 100% of electricity procured to serve all state agencies by December 31, 2045.

Under the program, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

SB 350. SB 350 (October 2015) further expanded the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy-efficiency savings in electricity and natural gas final end uses (e.g., heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the California Public Utilities Commission, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

Mobile Sources

AB 1493. AB 1493 (July 2002) was enacted in response to the transportation sector accounting for more than one-half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. AB 1493 required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

EO S-1-07. EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). The Low Carbon Fuel Standard was subsequently amended in 2018 to require a 20% reduction in carbon intensity by 2030. This new requirement aligns with California's overall 2030 target of reducing climate changing emissions to 40% below 1990 levels by 2030, set by SB 32. CARB has adopted implementing regulations for both the 10% and 20% carbon intensity reduction targets. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered.

SB 375. SB 375 (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG reduction target, the MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code Section 65080(b)(2)(K), an SCS does not regulate the use of land, supersede the land use authority of cities and counties, or require that a city or county's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In 2010, CARB adopted the SB 375 targets for the regional MPOs. The targets for the San Diego Association of Governments (SANDAG) are a 7% reduction in emissions per capita by 2020 and a 13% reduction by 2035.

SANDAG completed and adopted its 2050 RTP/SCS in October 2011. In November 2011, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region.

After SANDAG's 2050 RTP/SCS was adopted, a lawsuit was filed by the Cleveland National Forest Foundation and others. The case was decided in July 2017, and the court found that the EIR did not have to use EO S-3-05's 2050 goal of an 80% reduction in GHG emissions from 1990 levels as a threshold because the EIR sufficiently informed the public of the potential impacts.

In 2015, SANDAG adopted the next iteration of its RTP/SCS in accordance with statutorily mandated timelines, and no subsequent litigation challenge was filed. More specifically, in October 2015, SANDAG adopted San Diego Forward: The Regional Plan (Regional Plan). Like the 2050 RTP/SCS, this planning document meets CARB's 2020 and 2035 reduction targets for the region (SANDAG 2015). In December 2015, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region. In March 2018, CARB approved updates to the SB 375 GHG emission reduction targets, including a reduction of 15% reduction in emissions per capita by 2020 and a 19% reduction by 2035 for SANDAG.

On February 26, 2021, SANDAG's Board of Directors adopted the final 2021 Regional Transportation Improvement Program (RTIP). The 2021 RTIP covers 5 fiscal years (FY 2021 through FY 2025) and incrementally implements the SANDAG 2019 Federal RTP. The 2021 RTIP is designed to implement the region's overall strategy for providing mobility and improving the safety, condition, and efficiency of the transportation system while reducing transportation related air pollution. The 2021 RTIP incrementally implements San Diego Forward: The 2019 Federal RTP (2019 Federal RTP), the long-range transportation plan for the San Diego region approved by the SANDAG Board of Directors on October 25, 2019.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program. The Advanced Clean Cars Program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB 2011). To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold today. To reduce GHG emissions, CARB, in conjunction with EPA and NHTSA, adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34% in 2025. The Zero-Emission Vehicle Program will act as the focused technology of the Advanced Clean Cars Program by requiring manufacturers to produce increasing numbers of zero-emission vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

EO B-16-12. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emission vehicles. It ordered CARB, CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

AB 1236. AB 1236 (October 2015) required a city, county, or city and county to approve an application for the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the

planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of electric vehicle charging stations is a matter of statewide concern. The bill required electric vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric vehicle charging stations, as specified. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt this ordinance by September 30, 2017.

Water

EO B-29-15. In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

EO B-37-16. Issued May 2016, EO B-37-16 directed the State Water Resources Control Board to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The State Water Resources Control Board also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The State Water Resources Control Board and Department of Water Resources will develop new, permanent water use targets that build on the existing state law requirements that the state achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the State Water Resources Control Board permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in fountains and other decorative water features; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

Solid Waste

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Section 40000 et seq.), was passed because of the increase in waste stream and decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed of where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by 2000.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle conducted several general workshops and several focused workshops, and in August 2015 published a discussion document titled AB 341 Report to the Legislature, which identified five

priority strategies that CalRecycle believed would assist the state in reaching the 75% goal by 2020, legislative and regulatory recommendations, and an evaluation of program effectiveness (CalRecycle 2015).

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires that businesses recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Other State Actions

SB 97. SB 97 (August 2007) directed the Governor's Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009a).

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (14 CCR 15064.4[a]). CEQA Guidelines Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

EO S-13-08. EO Order S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions

to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009b), and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014 (CNRA 2014). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water.

Local

City of Oceanside General Plan

The City of Oceanside's General Plan Circulation Element includes goals and policies to reduce GHG emissions within the City (City of Oceanside 2012). The following goals and policies from the City's General Plan are relevant to the project.

Circulation Element

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

Pedestrian Facilities

Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and reducing traffic congestion and greenhouse gas emissions.

Intelligent Transportation System Technologies

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of transportation demand management (TDM) strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

Transportation Demand Management

Policy 4.9: The City shall look for opportunities to incorporate TDM [transportation demand management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

Air Quality

The City will continue to cooperate with the San Diego Air Pollution Control District Board. This will include participation in the development of the Regional Air Quality Strategy through cooperation with the San Diego County Air Quality Planning Team.

Bicycle Facilities

Policy A: Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

Policy D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

1. Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

Pedestrian

Policy A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

Transit System

Policy A: The City shall coordinate and encourage the existing bus system to serve newly developed areas.

Energy

Policy A: The City shall encourage the design, installation, and use of passive and active solar collection systems.

Policy B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

City of Oceanside Climate Action Plan

The City adopted its CAP on May 8, 2019 (City of Oceanside 2019). The CAP acts as a roadmap to address challenges of climate change within the City and outlines measures the City will take to make progress towards meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013; GHG emissions forecasts for 2020, 2030, 2035, 2040, and 2050; local GHG emissions reduction strategies and measures to help the City achieve the statewide targets; and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- By 2020, reduce GHG emissions levels to 5 MT CO_2e per capita
- By 2030, reduce GHG emissions levels to 4 MT CO_2e per capita
- By 2040, reduce GHG emissions levels to 3 MT CO_2e per capita
- By 2050, reduce GHG emissions levels to 2 MT CO_2e per capita

Oceanside Energy Climate Action Element

The Energy Climate Action Element of the City's General Plan was adopted on May 8, 2019 and addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. The Energy Climate Action Element focuses on activities associated with human-induced climate change. The Energy Climate Action Element outlines sustainability goals and policies for the City's decision-making process including development review protocols. The primary themes and goals of the Energy Climate Action Element are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption.

Policy ECAE 1b-4: The City shall explore opportunities to implement "mobility hub" features within Smart Growth Opportunity Areas and other areas amenable to active transportation and shared mobility option.

Policy ECAE 2a-6: The City shall work with the development community to identify new sources of financing for mixed-use and other forms of urbanized development, including the implementation of the El Corazon Specific Plan.

Policy ECAE 2e-4: Through TDM programs and other means, the City shall encourage employers to participate in regional rideshare programs, including SANDAG's iCommute.

Policy ECAE 2f-2: The City shall explore incentives for electric vehicle charging facilities in multi-family developments.

Policy ECAE 2f-4: The City shall partnership with the local business community, San Diego Gas & Electric, and other stakeholders, explore ways to reduce the cost of electric and other zero emission vehicles to Oceanside residents, specifically low-income households in proximity to air quality hotspots near I-5 and state highways.

Policy ECAE 2f-9: The City shall consider ways to reduce vehicle idling, particularly in proximity to schools and other sensitive receptors.

Policy ECAE 5a-2: The City shall update the City's Street Tree Ordinance to require one-to-one replacement of trees removed from the public right-of-way, parkways, and other public spaces.

4.7.3 Thresholds of Significance

California has developed guidelines to address the significance of GHG emissions impacts that are contained in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). Appendix G provides that a project would have a significant environmental impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The Appendix G thresholds for GHGs do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). Additional guidance regarding assessment of GHGs is discussed below.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated on a project level under CEQA.

CEQA Guidelines

With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or performance-based standards" (14 CCR 15064.4[a]). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change" (14 CCR 15064.4[c]). The CEQA Guidelines provide that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment (14 CCR 15064.4[b]):

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In addition, the CEQA Guidelines specify that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7[c]).

The extent to which a project increases or decreases GHG emissions in the existing environmental setting should be estimated in accordance with Section 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions, of the CEQA Guidelines. The CEQA Guidelines indicate that when calculating GHG emissions resulting from a project, lead agencies shall make a good-faith effort based on scientific and factual data (14 CCR 15064.4[a]), and lead agencies have discretion to select the model or methodology deemed most appropriate for enabling decision makers to intelligently assess the project's incremental contribution to climate change (14 CCR 15064.4[c]).

The CEQA Guidelines do not indicate an amount of GHG emissions that constitutes a significant impact on the environment. Instead, they authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to

adopt such thresholds is supported by substantial evidence (14 CCR 15064.4[a] and 15064.7[c]). Several agencies throughout the state have drafted and/or adopted numerical threshold approaches and guidelines for analyzing the significance of project-related GHG emissions; however, no numerical thresholds have been formally adopted by an air district or lead agency for use in the San Diego region.

Governor's Office of Planning and Research

The Governor's Office of Planning and Research's Technical Advisory, titled CEQA and Climate Change: Addressing Climate Change through CEQA Review (OPR 2008), states the following:

> [N]either the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for perming an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable. … Even in the absence of clearly defined thresholds for GHG emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact.

Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

Approaches to Determining Significance

The significance of the project-related GHG emissions can be determined by evaluating the project's compliance with regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of GHG emissions. The state's 2030 target (reduce GHG emissions to 40% below 1990 levels by 2030) has been codified in law through SB 32 and the 2017 Scoping Plan (CARB 2017). Therefore, 2030 marks the next statutory statewide milestone target applicable to the project.

The City's 2019 CAP is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. CEQA Guidelines 15183.5(a) states that lead agencies may analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a General Plan, a long-range development plan, or a separate plan to reduce GHG emissions. Later project-specific environmental documents may tier from and/or incorporate by reference the existing programmatic review. CEQA Guidelines Section 15183.5(b) states that public agencies may choose to analyze and mitigate significant GHG emissions in a plan for the reduction of GHG emissions. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of a CAP.

The City's CAP seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests (e.g., quality of life, economic development, and social equity). The City of Oceanside's 2019 CAP quantified baseline and projected future GHG emissions from activities within the City. State GHG reduction efforts were first initiated by EO S-3-05 in 2005, which established a 2050 emissions target to stabilize the climate (CARB 2008). EO S-3-05 also established a 2020 GHG emissions target goal, which was later codified by the State

Legislature as AB 32. EO B-30-15 then established an additional interim 2030 GHG emissions target, which was also codified by the State Legislature. On a per-capita basis, the 2020 GHG emissions target requires that emissions be reduced to "about 10 tons per person by 2020" (CARB 2008), and the subsequent targets require that emissions be reduced to "no more than 6 MT CO_2e per capita by 2030 and no more than 2 MT CO_2e per capita by 2050" (CARB 2017). The City's CAP established GHG reduction targets for 2030 that are more rigorous than the state's 6 MT CO_2e per capita goal. The City's goal is to achieve GHG emission levels of 4 MT CO_2e per capita by 2020, 3.5 MT CO_2e per capita by 2025, and 3.0 MT CO_2e per capita by 2040. A 2050 target of 2.0 MT CO_2e per capita is established for the City consistent with recommendations of the 2017 Scoping Plan and international agreements, such as the Under 2 MOU, which requires that all "signatories agree to reduce their GHG emissions to two metric tons CO2E per capita by 2050." This is the most commonly agreed upon 2050 target and directly relates to the long-term target of EO-S-05.

As discussed in the CAP, to ensure the City remains on track to achieve the long-term reduction goals of the state, the City has implemented GHG reduction measures proactively. The CAP measures outline how the City will reduce its near-term GHG emissions and establish infrastructure to support continued reductions beyond 2030. The City is already projected to meet state-aligned per capita near-term emissions targets (2020 and 2030); as such, reduction measures in the CAP (Chapter 3 of the CAP) were selected based on their ability to achieve long-term GHG emission reductions. Measures were focused on energy, water, solid waste, transportation and land use, and agriculture and forestry. Although the City's CAP predates CARB's 2022 Scoping Plan, the City's measures are consistent with CARB's recommendations for local actions focused on transportation electrification, vehicle miles traveled reduction, and building decarbonization (CARB 2022b).

The City's CAP establishes communitywide GHG emissions reduction targets based on an efficiency/service population methodology. "Service population" is defined as the sum of the City's residents and workforce. The City issued a policy directive in May 2023 that provides direction on CEQA-compliant analysis of GHG emissions associated with new development. The 2023 Policy Directive notes that many of the CAP measures are contingent upon the adoption of several ordinances addressing renewable energy, electric vehicle charging facilities, and preferential parking, transportation demand management (TDM), and tree canopy. Accordingly, in the interim, all projects must demonstrate that associated GHG emissions fall below one of two efficiency thresholds noted below:

- Projects that will be implemented after 2020 and prior to end of 2025 must show that GHG emissions related to both construction and operations will not exceed 3.5 MT CO_2e/service population per year.
- Projects that will be implemented after 2025 must show that GHG emissions related to both construction and operations will not exceed 3.0 MT CO_2e/service population per year.

GHG emissions are by nature a cumulative impact; therefore, projects may rely on the City's CAP and efficiency thresholds to determine a project's impact on a project-level/cumulative-level basis. Chapter 4, Implementation, of the City's CAP outlines how the CAP reduction measures will be implemented and establishes a mechanism for individual development projects to evaluate their consistency with the CAP through completion of a checklist.

The City of Oceanside's CAP relies on a screening threshold based on land use size and a CAP Consistency Checklist to determine whether a project's emissions would be consistent with GHG emissions estimated within the City's CAP. Consistent with the California Air Pollution Control Officers Association CEQA and Climate Change document (CAPCOA 2008), the City has established a bright-line threshold of significance for GHG emissions impacts: 900 MT CO_2e annually, with construction-related emissions amortized over 20 years. Specifically, the City has determined that new development projects emitting less than 900 MT CO_2e annual GHG would not contribute considerably to

cumulative climate change impacts, and therefore do not need to demonstrate consistency with the CAP strategies, and would be determined to not conflict with the CAP. The 900 MT CO2e bright-line threshold represents a market capture rate of 90% of all development projects (CAPCOA 2008). The objective of the bright-line threshold is to set the emissions low enough to capture a substantial fraction of future residential and nonresidential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions (CAPCOA 2008). The 90% capture rate of new development establishes a strong basis for demonstrating that cumulative reductions are being achieved across the state. Projects greater than 900 MT CO_2e would be required to show CAP Checklist consistency, which can be used to determine that the project would be consistent with the CAP. Essentially, to demonstrate that a project would comply with the CAP, requires a two-step process: the first step is a screening-level bright line threshold, which if exceeded, would require the second step, which is a CAP efficiency and CAP measures consistency analysis.

CEQA Guidelines Section 15183.5(2) states that an environmental document that relies on a GHG reduction plan for a cumulative impact analysis must identify those requirements specified in the plan that apply to the project, and if those requirements are not otherwise biding and enforceable, incorporate those requirements as mitigation measures applicable to the project. In accordance with Section 15183.5(2) of the CEQA Guidelines, the CAP Checklist provides for streamlined review of projects subject to environmental review, offering an alternative to project-specific analysis of GHG emissions impacts. The CAP Checklist is available to projects that meet locational requirements that further the City's efforts to facilitate housing and employment growth in walkable, transit-served areas, as well as projects that either conform to current land use and zoning standards or involve uses that would generate less GHG emissions than those allowed under current standards.

As discussed above under Section 4.7.3, Thresholds of Significance, GHG emissions are recognized exclusively as a cumulative impact (CAPCOA 2008). The CAP Consistency Checklist is used to determine project-level significance in accordance with CEQA Guidelines Section 15183.5; the measures in the CAP Consistency Checklist identify the specific requirements that must be implemented by development projects on a citywide basis to achieve the City's identified reduction targets. The CAP addresses the cumulative impact of GHG emissions on a citywide basis and a project's compliance with the CAP supports the City's GHG emission reduction goals.

In accordance with Section 15064.4 of the CEQA Guidelines, GHG emissions resulting from construction and operation of the project were quantitatively estimated. The potential impacts from project-related GHG emissions were assessed based on the total increase above the existing environmental setting, which is largely formerly developed, vacant land. The GHG emissions associated with implementation of the project were estimated using industry standard and accepted software tools, techniques, and emissions factors, as described in the Air Quality and Greenhouse Gas Technical report provided as Appendix C. The significance of the project's GHG impacts is based on the project's compliance with the City's CAP measures which includes GHG efficiency metrics.

4.7.4 Impact Analysis

Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the project generate conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Oceanside's CAP was adopted in May 2019 to assist the City in reducing GHG emissions to 4 MT CO_2e per capita by 2030, and 2 MT CO_2e per capita by 2050 to align with the state's targets established by Eos B-30-15 and S-3-05, respectively. According to the City's CAP, new discretionary development projects subject to CEQA review that emit less than 900 MT CO_2e annually would not contribute considerably to cumulative climate change impacts, and therefore, would be considered consistent with the CAP and associated emissions projections. Projects that exceed the 900 MT CO_2e are evaluated to determine if the CAP Consistency Checklist is applicable. In addition, pursuant to the City's May 2023 Policy Directive, a project's per service population emissions shall be determined and evaluated against the City's targets based on when a project is to be implemented to ensure that the project would comply with the CAP. As such, the evaluation presented below assess the project's consistency with the CAP through two tests: (1) CAP Consistency Checklist, and (2) per service population efficiency metric.

Project-generated GHG emissions were estimated per the methodology described in the Air Quality and Greenhouse Gas Technical Report (Appendix C). and are discussed for construction and operation below. Quantification of GHG emissions is provided pursuant to CEQA Guidelines 15064.4(c) as the determination of significance is based on the CAP Consistency Checklist.

Project's Consistency with the CAP Checklist

Projects that meet one or more of the following locational criteria are eligible for using the CAP Consistency Checklist:

1. The project site is located within a designated Smart Growth Opportunity Area.
2. The project site is located with ¼ mile of a priority TOD corridor, as identified in the City's Smart and Sustainable Corridors Plan.

   Items 1 and 2 pertain to the City's focus on where development will occur. The City seeks to accommodate future housing and job growth primarily through infill and redevelopment within already urbanized areas. Specifically, the City seeks to facilitate new residential and employment-oriented development within SANDAG-designated Smart Growth Opportunity Areas and prior corridors (i.e., Coast Hwy, Mission Avenue, Oceanside Blvd, Vista Way).
3. The project is consistent with current land use and zoning designations.

   Item 3 ensures that projected growth and development along with GHG emissions would be consistent with projections included in the CAP.
4. The project requires amendment of current land use and zoning designations. As demonstrated through a detailed analysis a) consistent with the precedent in the surrounding zoning district and b) subject to third party expert review, the proposed land uses would generate less GHG emissions than those associated with uses allowed under current land use and zoning designations.

   Similar to Item 3, this measure allows for projects that require land use changes to use the CAP checklist if the projected GHG emissions would be comparable or less than the existing land use designation.

In response to Item 1, the project site is not located within a Smart Growth Opportunity Area, it is located approximately 50 feet outside a smart growth area. The project would not meet locational criteria 1.

In response to Item 2, the project site is located approximately 0.75 miles from the nearest TOD corridor. The project would not meet locational criteria 2.

In response to Item 3, the project is not consistent with the current land use and zoning designation because it requires a general plan amendment and rezone. The project would not meet criteria 3.

In response to Item 4, although the project requires a general plan amendment and rezone, it would generate less GHG emissions than those associated with the uses allowed under current land use and zoning designation. As discussed in Appendix B, the project's development intensity (measured by vehicle trips and VMT) would be less than the current land use designation. Table 4.7-4 below shows how the project would generate less GHG emissions than allowed uses under the existing land use and zoning designations.

Table 4.7-4. Comparison of Estimated Annual Operational Greenhouse Gas Emissions – Unmitigated

Development	Land Use Developed	CO_2	CH_4	N_2O	Refrigerants	CO_2e
		metric tons per year				
Proposed Project	164 multi-family residential units	1,142.70	1.50	0.03	1.42	1,193.10
Existing General Plan Land Use Designation (CI) and Zoning (PS)	Hospital (100 beds)	2,369.6	3.05	0.15	3.09	2,480.42
	Government Office (150)	2,835.9	2.39	0.13	3.82	2,942.16
	Highschool (1,000 students)	1,770.61	1.88	0.07	2.51	1,844.14

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent
See Appendix B for complete results.

Because the project would generate fewer GHG emissions than the existing land use designations, it would meet criteria 4 and would be eligible to use the CAP Consistency Checklist.

As discussed previously, CEQA Guidelines Section 15183.5(2) states that an environmental document that relies on a GHG reduction plan for a cumulative impact analysis must identify those requirements specified in the plan that apply to the project, and if those requirements are not otherwise biding and enforceable, incorporate those requirements as mitigation measures applicable to the project. In accordance with Section 15183.5(2) of the CEQA Guidelines, the CAP Checklist provides for streamlined review of projects subject to environmental review, offering an alternative to project-specific analysis of GHG emissions impacts.

Table 4.7-5 includes the CAP Checklist items and the related project consistency analysis.

Table 4.7-5. Climate Action Plan Consistency Checklist and Project Consistency

Check List Item	Project Consistency
1. On-Site Renewable Energy Supply. If the project meets one or more of the thresholds outlined in Section 3047 of the City's Zoning Ordinance, will at least 50 percent of the estimated electricity demand be met with on-site renewable emissions-free energy supply (e.g., solar photovoltaic facilities)?	**Consistent.** The Project is a residential project that includes more than 25 dwelling units, and is therefore required to comply with the on-site renewable energy supply provisions of the checklist. The Project includes roof-top solar PV, which will accommodate at least 50% of energy demand during operation.
2. Electric Vehicle Charging Facilities. If the project involves new development that requires at least five (5) parking spaces, will the project comply with the requirements of Section 3048 of the City's Zoning Ordinance?	**Consistent.** The Project includes a total of 384 parking spaces for residences and guests, and is therefore required to comply with the requirements of Section 3048 of the City's Zoning Ordinance. Per Section 3048, the Project will reserve 15% of parking spaces for zero-emission vehicles and equip 50% of those reserved spaces with Level 2 electric vehicle charging facilities.
3. Recycled Water Infrastructure. Does the City's Water Utilities Department require that the project install infrastructure to provide for recycled water service?	**Not Applicable.** The Project is not required to use recycled water.
4. Transportation Demand Management (TDM). Per Section 3050 of the City's Zoning Ordinance, does the proposed project expected to generate at least 100 daily employee commute trips, necessitating the preparation and implementation of a TDM Plan?	**Not Applicable.** The Project is a residential project and this measure does not apply.
5. Urban Forestry. Will the project comply with the minimum tree canopy and permeable surface area requirements outlined in Section 3049 of the City's Zoning Ordinance?	**Consistent.** The Project will provide a minimum of 12% tree canopy coverage and 22% permeable surface, which meets the requirements outlined in Section 3049 of the City's Zoning Ordinance.

Source: Appendix A, *CAP Consistency Checklist*

As shown in Table 3.7-5, the project is consistent with the CAP Consistency Checklist adopted by the City to ensure that the emission targets identified in the CAP are achieved. Therefore, the project is not expected to generate GHG emissions that may have a significant impact on the environment, and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and the impact would be **less than significant**.

Per Service Population Efficiency Metric

As discussed previously, pursuant to the City's May 2023 Policy Directive, a project's GHG emissions are to be quantified and its per service population emissions determined and evaluated against the City's targets based on when a project is to be implemented to ensure that the project would comply with the City's CAP, which is presented below.

Construction Emissions

Construction of the project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road haul and vendor (material delivery) truck trips, and worker vehicle trips. Emissions from the

construction phase of project components were estimated using the CalEEMod Version 2022.1.[4] Per preliminary project details, it is assumed that construction of the project would begin in January 2024 and would last approximately 21 months. A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles—is included in Appendix C. Per City Guidance, construction-related GHG emissions were amortized over 20 years and added to operational emissions to assess significance.

Table 4.7-6 shows the estimated annual GHG construction emissions associated with the project. Complete details of the construction emissions calculations are provided in Appendix C.

Table 4.7-6. Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	Refrigerant	CO_2e
	Metric Tons				
2024	393	0.05	0.02	0.26	400
2025	162	0.01	0.01	0.18	165
Total	**555**	**0.06**	**0.03**	**0.44**	**565**
				Amortized Emissions (20 years)	**28.2**

Source: CalEEMod Version 2022.1.
Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix C for complete results.

As shown in Table 4.7-6, the estimated total GHG emissions from construction of the project would be approximately 565 MT CO_2e. When amortized over 20 years, the estimated annual GHG emissions from construction of the project would be approximately 28 MT CO_2e per year.

Operational Emissions

Operation of the project would generate GHG emissions from mobile sources, area sources (landscape maintenance equipment), energy use, water use and wastewater generation, and solid waste (i.e., CO_2e emissions associated with landfill off-gassing). As with project construction, CalEEMod Version 2022.1 was used to estimate potential project-generated operational GHG emissions based on project land uses. It was assumed that the project would be operational following the completion of construction, which would occur in 2026.

Area

The area source category calculates direct sources of GHG emissions located at the project site including hearths and landscape maintenance equipment. This source category does not include the emissions associated with natural gas usage in space heating and water heating as these are calculated in the building energy use module of CalEEMod. The project includes a project design feature (see Section 3.2.5, Project Design Features) that prohibits fireplaces in residential units.

[4] CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform to calculate construction and operational emissions from land use development projects. The model was developed for the California Air Pollution Control Officers Association in collaboration with multiple air districts across the state. Numerous lead agencies in the state, including the San Diego Air Pollution Control District, use CalEEMod to estimate GHG emissions in accordance with CEQA Guidelines Section 15064.4(a)(1).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, roto tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. The emissions associated from landscape equipment use were estimated using CalEEMod defaults. For San Diego County, CalEEMod assumes that landscaping equipment would operate 180 days per year. To be conservative, emissions were estimated assuming that landscape maintenance equipment was powered by gasoline or diesel fuel, and not electrified.

Energy

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). CalEEMod default values for energy consumption were applied to each land use. The energy use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Survey. Energy use from the nonresidential land uses is based on various studies and assessments as described in Section 7.3, Estimating Energy Use from Other Land Uses, of Appendix A of the CalEEMod User's Guide (CAPCOA 2021).

Annual natural gas and electricity emissions were estimated in CalEEMod using default values for emissions factors for San Diego Gas and Electric, which would be the energy source provider for the project. The project includes Project Design Feature (PDF) 5 that ensures photovoltaic systems are installed on each building to meet 50% of forecasted electricity demand.

Mobile Sources (Motor Vehicles)

Following the completion of construction activities, the project would generate GHG emissions from mobile sources (vehicular traffic), as a result of residents associated with the 164 residential units. The CalEEMod Version 2020.4.0 model was used to estimate daily emissions from vehicular sources (refer to Appendix C). CalEEMod Version 2020.4.0 default data, including trip rate, temperature, trip characteristics, variable start information, and emissions factors, were used for the model inputs. Emission factors representing the vehicle mix and emission factors for 2026 were used to estimate emissions associated with vehicular sources.

Solid Waste

The project would generate solid waste and, therefore, result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, resulting in GHG emissions generated during wastewater treatment.

Emissions

Table 4.7-7 shows the estimated annual GHG operational emissions associated with the project. As discussed above, total annual operational emissions were combined with amortized (20 years) construction emissions and compared to the recommended efficiency metric threshold. Complete details of the construction emissions calculations are provided in Appendix C.

Table 4.7-7. Summary of Estimated Annual GHG Emissions

Emissions Source	MT CO_2	MT CH_4	MT N_2O	Refrigerants	MT CO_2e
Mobile	803	0.04	0.03	1.21	815
Area	139	0.16	<0.01	n/a	143
Energy[1]	186	0.02	<0.01	n/a	187
Water	3.83	0.19	<0.01	n/a	9.93
Waste	10.9	1.09	0.00	n/a	38.0
Refrigerants	n/a	n/a	n/a	0.21	0.21
Total	**1,142.70**	**1.50**	**0.03**	**1.42**	**1,193.10**
				Amortized Construction Emissions (20 years)	*28*
				Project Operations + Amortized Construction Total	***1,221.14***
				Service Population	*457*
				GHG Efficiency Threshold for Post-2025	*3.0*
				Project GHG Efficiency Metric	*2.67*
				Consistent with City's GHG Policy Directive?	**Yes**

Source: See Appendix C for complete results.
Notes: GHG = greenhouse gas; MT = metric tons; CO2 = carbon dioxide; CH4 = methane; N2O = nitrous oxide; CO2e = carbon dioxide equivalent; n/a = not available or applicable.
<0.01 = reported value is less than 0.01.
[1] The above energy emissions estimate assumed the use of natural gas. The project will not include natural gas; thus, the energy GHG emissions would be reduced. The total GHG emissions shown are conservative.

As shown in Table 4.7-7, the project's GHG efficiency/service population would be consistent with the City's Policy Directive of achieving no more than 3.0 MT CO_2e post-2025. Accordingly, the project would not generate GHG emissions that would have a significant impact on the environment. The project's GHG emissions would be **less than significant**.

Consistency with Senate Bill 32, Assembly Bill 1279, Executive Order S-3-05, and Assembly Bill 1279

EO S-3-05 identified the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. AB 1279 establishes a policy of the state to achieve net zero GHG emissions no later than 2045 and for statewide anthropogenic GHG emissions to be reduced to at least 85% below 1990 levels by 2045.

Each Scoping Plan builds upon the successful framework established by the initial Scoping Plan and subsequent updates, while also identifying new, technologically feasible, and cost-effective strategies to ensure that California meets increasingly stringent GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Scoping Plan updates have continued to express optimism in meeting future year targets of 2050 and 2030, as evaluated in the 2014 and 2017 Scoping Plans (respectively), and most recently, the 2045 goal addressed in the 2022 Scoping Plan under EO B-55-18, which AB 1279 codified and expanded on.

While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasted in the 2014 Scoping Plan that compliance with the current Scoping Plan would put the state on a trajectory of meeting the long-term 2050 GHG goals, although the specific path to compliance was unknown at the time (CARB 2014). The 2017 Scoping Plan outlined a strategy to achieve the 2030 GHG reduction target. The proposed scenario in the 2022 Scoping Plan lays out a path not just to carbon neutrality by 2045, but also to the 2030 GHG emissions reduction target (CARB 2022b). The modeling indicates that, if the plan described in the proposed scenario is fully implemented, and done so on schedule, the state is on track to reduce its emissions to 260 MMT CO_2e by 2030 (CARB 2022b).

The City is on track to meet state-aligned emissions reduction targets for 2020 and 2030 without additional emissions reduction measures (City of Oceanside 2019). However, the City understands that meeting long-term reduction targets requires aggressive action. As such, the City has developed near-term local GHG emissions targets more aggressive than state targets that put the City on a trajectory consistent with the state's 2050 GHG emissions targets, which represent the level necessary to stabilize the climate in the latter part of the twenty-first century (City of Oceanside 2019). Regarding AB 1279, it is important to note that the state's carbon neutrality goal does not preclude any individual project from emitting GHG emissions. AB 1279 codifies EO B-55-18; however, its enactment was linked to the concurrent enactment of SB 905, which requires CARB to create a Carbon Capture, Removal, Utilization, and Storage Program that, fundamentally, will sequester carbon emitted by other projects. Therefore, the state's carbon neutrality goal does not preclude all individual projects from emitting GHG emissions.

As discussed above, the project would be consistent with the CAP and, therefore, would be consistent with state GHG reduction goals and progress towards achieving carbon neutrality.

Consistency with SANDAG RTP/SCS

At the regional level, SANDAG's RTP/SCS has been adopted for the purpose of reducing GHG emissions attributable to passenger vehicles in the San Diego region. In October 2015, SANDAG adopted its Regional Plan, which was subsequently updated in 2021. The RTP/SCS is not directly applicable to the project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and nonresidential land uses) and transportation patterns throughout the City and greater San Diego County, as stipulated under SB 375. CARB has recognized that the approved RTP/SCS is consistent with SB 375. The SANDAG Regional Plan is generally consistent with the local government plans. Since the project is within the scope of development that was anticipated in the General Plan, it would not result in growth that would conflict with the Regional Plan.

As noted above, the proposed project would not generate GHG emissions that have a significant impact on the environment because it is determined to be consistent with the City's CAP, which is the most applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (see Table 4.7-7). Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the impact would be **less than significant**.

4.7.5 Cumulative Analysis

GHG emissions inherently contribute to cumulative impacts; the project as well as the cumulative projects discussed in Section 3.4 of this EIR contribute additional GHG emissions, which would result in a cumulative impact. In accordance with CEQA Guidelines 15183.5(b), the City prepared its CAP to address the cumulative impact of development within the City. The CAP analyzes and mitigates GHG emissions through prescribed measures that

reduce GHG emissions on a citywide level. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of a CAP. As shown in Table 4.7-5, the project is consistent with the CAP and thus would not have a cumulatively considerable impact on GHG emissions. The cumulative impact would be **less than significant**.

4.7.6 Mitigation Measures

Impacts related to GHG emissions as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.7.7 Level of Significance After Mitigation

No substantial impacts related to GHG emissions were identified; therefore, no mitigation measures are required. Impacts related to GHG emissions would be **less than significant**.

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4.8 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Phase I Environmental Site Assessment (ESA) that was prepared for the project by Hillmann Consulting and is incorporated by reference herein. The Phase I ESA is included as Appendix G to this EIR.

4.8.1 Existing Conditions

Hazardous Materials Definition

The term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the following four characteristics: toxicity (causes adverse human health effects), ignitability (has the ability to burn), corrosivity (causes severe burns or damage to materials), or reactivity (can react violently, explode, or generate vapors). The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501[o]).

In some cases, past activities may have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. Excavated soils having concentrations of certain contaminants, such as lead, gasoline, or industrial solvents, that are higher than specific acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Sections 66261.10 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste.

Federal and state laws require that hazardous materials be specially managed. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, during demolition activities that could potentially disturb existing building materials.

Historic Property Uses

According to a review of historic aerial photographs, the project site consisted of vacant land prior to the mid-1970s, with an artificial pond/reservoir present between the 1940s and 1960s. The reservoir appears to have been filled around 1967. According to school district records, the project site was acquired by the Oceanside Unified School District in 1971, and Pacifica Elementary School was subsequently constructed on site in 1972 and opened in 1980. School buildings first appear in historic aerial photographs in 1978. No drastic changes were observed in the historic aerial photographs until 2004, when the former school structure was demolished. Oceanside Unified School District added modular structures between 2003 and 2005, and the school closed in 2007. The district continued to use the site until the mid-2010s. The project site has remained unoccupied since. A review of the historic aerials demonstrates that the project site has been entirely disturbed due to the development of a pond/reservoir and the grading and development of a public elementary school.

As described in the Phase I ESA for the project site (Appendix G), no recognized environmental conditions associated with historical resources reviewed were noted. In addition, historical resources related to the adjoining properties

and properties in the vicinity of the project site do not represent recognized environmental conditions that are of direct environmental concern to the project site. The site has never been previously used for agricultural purposes. Based on the regulatory and historical research completed during the preparation of the Phase I ESA, no information has been revealed regarding the potential for a previous accidental spill or release of pesticide products at the project site.

Site Reconnaissance

On October 12, 2021, a representative of Hillmann Consulting LLC., conducted a reconnaissance-level assessment of the project site to assess the potential of identifying any recognized environmental conditions (RECs) in connection to the project site. No RECs associated with the current use of the project were identified during the site reconnaissance. Additionally, no RECs that could impact the project site were observed at adjacent properties.

Sensitive Receptors

Preschools, schools, daycare centers, nursing homes, and hospitals are considered sensitive receptors for hazardous material issues because children and the elderly are more susceptible than adults to the effects of many hazardous materials. There are no sensitive receptors within a 0.25-mile radius of the project site. The closest preschool to the project site is Libby Lake Child Development Center, located approximately 1 mile southwest of the project site; and the closest school is Libby Elementary School, located approximately 0.5 miles south of the project site. There are no nursing homes or hospitals in the immediate vicinity of the project site.

Airports

The closest airport to the project site is the Oceanside Municipal Airport, located approximately 5 miles southwest of the project site. According to the Airport Land Use Compatibility Plan (ALUCP), the project site is not located within an aviation noise exposure range of 60 decibels Community Noise Equivalent Level, nor is the project site located within the Airport Overflight Notification Area. The project site is also not located within Review Area 1 or 2 of the ALUCP Airport Influence Area (ALUC 2010).

Wildfires

Both the State of California and County of San Diego (County) map the Fire Hazard Severity Zones within the County. According to the California Department of Forestry and Fire Protection, the Fire Hazard Severity Zones are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The project site is within a Local Responsibility Area unzoned Fire Hazard Severity Zone (CAL FIRE 2022). Therefore, the project site is not within a mapped Fire Hazard Severity Zone and is considered to have a low potential for risk of wildfire hazards.

Evacuation Routes

The City's General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the City would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002a). Oceanside Boulevard and College Boulevard are the nearest evacuation routes to the project site.

4.8.2 Regulatory Setting

Federal

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code (USC). State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Toxic Substances Control Act and Resources Conservation and Recovery Act

The Federal Toxic Substances Control Act of 1976 (15 USC 2601-2697) and the Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901-6992) established a program administered by the U.S. Environmental Protection Agency (EPA) for regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (PL 98-616), which affirmed and extended the "cradle-to-grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste is found in 40 CFR, Parts 260-299.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA; USC 9601-9675), commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

International Fire Code

The International Fire Code ([IFC] ICC 2020), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what protective measures are required to protect life safety in relation to fire. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years, with 2021 as the most recent edition.

Federal Response Plan

The Federal Response Plan of 1999 (FEMA 1999) is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act and individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

State

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. The California Occupational Safety and Health Administration standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Hazardous Waste Control Act

The Department of Toxic Substances Control is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements. While the Hazardous Waste Control Act is generally more stringent than RCRA, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws still apply in California. The Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

According to 22 CCR 66001 et seq., substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or is being stored prior to proper disposal.

Cortese List

Government Code Section 65962.5, commonly referred to as the Cortese List, was originally enacted in 1985. Provisions set forth in Section 65962.5 require that the Department of Toxic Substances Control compile and update a list of the following:

- All hazardous waste facilities subject to corrective action
- All land designated as hazardous waste property or border zone property

- All information received by the Department of Toxic Substances Control on hazardous wastes disposals on public lands
- All sites listed pursuant to Section 25356 of the Health and Safety Code (hazardous substance release sites)
- All sites included in the Abandoned Site Assessment Program

California Accidental Release Prevention Program

Similar to the EPA Risk Management Program, the California Accidental Release Prevention (CalARP) Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. The overall purpose of the CalARP Program is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the Clean Air Act amendments.

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500-25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan. Hazardous materials business plans contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the CCR. It was created by the California Building Standards Commission, and it is based on the IFC created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect life safety with regard to fire. These measures may include construction standards, separations from property lines, and specialized equipment.

To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Local

San Diego County Operational Area Emergency Plan

The San Diego County Operational Area Emergency Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector (County of San Diego 2018b).

City of Oceanside Emergency Operations Plan

The City of Oceanside Emergency Operations Plan provides guidance for the City's response to emergencies associated with natural, manmade, and technological disasters. The plan is flexible enough to use in all emergencies and will facilitate response and short-term recovery activities. The City's Emergency Operations Plan was developed in accordance with the Standardized Emergency Management System and the National Incident Management System. The plan is a management document intended to be read, understood, and exercised before an emergency occurs. Additionally, it is designed to integrate into and support the County of San Diego's Operational Area Emergency Plan (City of Oceanside 2016).

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan was prepared to meet federal and state requirements for disaster preparedness to make the County eligible for funding and technical assistance from state and federal hazard mitigation programs. The plan includes a risk assessment to enable local jurisdictions to identify and prioritize appropriate mitigation actions that will reduce losses from potential hazards, including flooding, earthquakes, fires, and human-made hazards. To address potential hazards, the plan then incorporates mitigation goals and objectives, mitigation actions and priorities, an implementation plan, and documentation of the mitigation planning process for each of the 21 participating jurisdictions, including the City of Oceanside (County of San Diego 2018a).

California Disaster and Civil Defense Master Mutual Aid Agreement

As provided for in the California Emergency Services Act, this agreement was developed in 1950 and adopted by all 58 California counties. This statewide mutual aid system is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. The County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties (California Governor's Office of Emergency Services 1950).

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise,

overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration-approved Airport Layout Plan. The project site is located within Review Area 2 of the ALUCP Airport Influence Area. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2 (ALUC 2010).

City of Oceanside General Plan

The State of California requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the city's future. General Plans are also required to contain specific elements regarding different areas of planning. Relevant elements of the Oceanside General Plan are as follows:

Hazardous Waste Management Element

The Hazardous Waste Management Element serves as primary guidelines for policies as they relate to effective management of hazardous materials within the City's influence. This element emphasizes policies that minimize hazardous waste within the City and contains siting criteria for specified hazardous waste facilities. There are no formal policies within this element that are applicable to the proposed project (City of Oceanside 2002b).

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long-range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps indicating areas that have increased susceptibility to these hazards and relocation routes to be used during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project (City of Oceanside 2002a).

4.8.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazards would occur if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires.

4.8.4 Impacts Analysis

Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

Construction activities would entail routine transport of materials potentially hazardous to humans, wildlife, and sensitive environments. These materials include gasoline oil, solvents, cleaners, paint, and various other liquids and materials required for the operation of construction equipment. Direct impacts to human health and biological resources from transport, use, or disposal of these materials could occur as a result of project construction. However, existing federal and state standards are in place for the use, handling, storage, and transport of these materials and would be implemented during construction of the project. These regulations include the Federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations); California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads; the IFC; the Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984; California's Hazardous Waste Control Law; the CFC; California Health and Safety Code Hazardous Materials Release Response Plans and Inventory; the California Integrated Waste Management Act; regulations developed by California Occupations Safety and Health Administration; and the state Hazardous Waste Control Act.

Additionally, standard best management practices included in the stormwater pollution prevention plan required of the project by the Construction General Permit (see Chapter 4.9, Hydrology and Water Quality) and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the project. Therefore, potential impacts related to the routine transport, use, or disposal of hazardous materials during project construction is determined to be **less than significant**.

Operations

Residential uses are not typically associated with the transport, use, or disposal of hazardous materials. Household goods used by residential homes that contain toxic substances are usually low in concentration and small in amount. Therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed of in the trash. The transport, use, and disposal of hazardous materials are fully regulated by the EPA, State of California, the County,

and/or the City. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the project would be **less than significant**.

Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction

Construction activities would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Spill or upset of these materials could have the potential to significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Oceanside Fire Department enforces City, state, and federal hazardous materials regulations for the City. City regulations include spill mitigation and containment and securing of hazardous materials containers to prevent spills. Compliance with these requirements is mandatory as standard permitting conditions and would minimize the potential for the accidental release or upset of hazardous materials, thus ensuring public safety. Therefore, compliance with the previously discussed requirements, such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code, would ensure potential impacts related to the release of hazardous materials would be **less than significant**.

Operations

As stated above, operation of the project's proposed residential uses would only require the transport, use, or disposal of typical household hazardous materials. Residents of the development would be required to dispose of household hazardous waste at a Household Hazardous Waste Collection Facility. In addition, operations would be required to comply with EPA, State of California, County, and/or City regulations pertaining to household wastes. With mandatory regulatory compliance, the potential for an accidental release of hazardous materials associated with long-term operation of the project would be **less than significant**.

Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is not located within 0.25 miles of an existing or proposed school. The nearest school is Libby Elementary School, located approximately 0.5 miles south of the project site. As stated above, operation of the project would not require the transport, use, or disposal of hazardous materials. Construction activities would comply with the previously listed requirements such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code. Compliance with these requirements is mandatory and would minimize the potential for an accidental release of hazardous materials; therefore, impacts to schools as a result of project implementation are determined to be **less than significant**.

Would the Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Phase I ESA (Appendix G) has revealed no evidence of REC, historical RECs, or controlled RECs in connection with the project site. Additionally, the project site was not identified on the Cortese Hazardous Waste and Substances Sites List/Historical Cortese databases (Appendix G). The Phase I ESA prepared for the project site

determined that the site does not warrant listing because there are no RECs present on the site. Therefore, impacts would be **less than significant**.

For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport is the Oceanside Municipal Airport, located approximately 5 miles southwest of the project site. The project is located outside of the safety zone for the airport and is not within Review Area 1 or 2 (ALUC 2010). Because the project site is not within close proximity to the airport, noise associated with planes would not result in excessive noise for project residents. Impacts related to an airport safety hazard or excessive airport noise is determined to be **less than significant**.

Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a), the San Diego County Emergency Operations Plan (County of San Diego 2018b), and the City's Emergency Operations Plan (City of Oceanside 2016). In addition, the City has developed a tsunami evacuation map (City of Oceanside 2022).

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage from natural and human-made disasters. The plan is a comprehensive resource document that serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. This plan is not intended to apply specifically to any one development, neighborhood, or area within the County. It is a countywide plan that aims to reduce the amount of loss or damage in the event of a large-scale natural or human-made disaster. The proposed project by itself would not impair implementation of the Multi-Jurisdictional Hazard Mitigation Plan. In addition, the project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas.

The City's Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector. As previously stated, the project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Future residences would be subject to evacuation procedures as outlined in the Emergency Operations Plan and may need to relocate to temporary shelters in the event a disaster impacted the project site. However, the proposed project by itself would not impair implementation of the City's Emergency Operations Plan.

As discussed in Chapter 4.9, Hydrology and Water Quality, the coastal portion of the City is within a tsunami inundation area. As a part of the City's Emergency Operations Plan, the City developed a tsunami evacuation map

(City of Oceanside 2022). This City map shows the project site located outside of the tsunami evacuation area for the City. Evacuation routes shown on the tsunami evacuation map indicate that the project would not interfere with any evacuation routes identified on the map. As the project is not within the identified evacuation area and is not near any roads used for evacuation routes, the project would not impede implementation of this plan or the associated tsunami evacuation plan.

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. A secondary emergency vehicle-access-only driveway would be provided via an extension of Malaga Drive on the eastern boundary of the project site. The proposed residential buildings would be connected by a private loop road within the project site with two internal drive aisles that connect the northern and southern portions of the loop road. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths, with designated truck turnarounds and key staging areas throughout the project site. The project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as detailed in Chapter 4.13, Public Services, and Chapter 4.15, Transportation.

Overall, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are determined to be **less than significant**.

Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones map, the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (CAL FIRE 2022). The project site is located within an urbanized and developed area of the City. Furthermore, the project site is not located near any undeveloped wildland areas. Therefore, impacts are determined to be **less than significant**. Please refer to Chapter 4.13, Public Services and Chapter 4.18. Wildfire, of this EIR, for a detailed discussion of fire services and wildfire risk.

4.8.5 Cumulative Analysis

Past, current, and reasonably foreseeable projects in the region will result in the use and transport of incrementally more oils, greases, and petroleum products for operational purposes. Although these could be subject to accidental spillage, there is no quantifiable cumulative effect, because accidents are discrete events, not related or contributory to one another. Provided that individual projects adhere to current laws governing storage, transportation, and handling of hazardous materials, no significant cumulative hazards or threats to human health and safety are anticipated. In addition, any cumulative project would be required to identify existing hazardous materials on site and comply with existing regulations related to use, transport, and disposal of hazardous materials. Similarly, all cumulative projects would be required to analyze and properly mitigate any impacts to the existing evacuation plan if impacts are identified.

As stated above, during construction, the proposed project would be required to adhere to federal, state, and local laws, such as California's Occupational Safety and Health Administration requirements, Hazardous Waste Control Act, California Accidental Release Prevention, and the California Health and Safety Code, which regulate the management and use of hazardous materials, which are intended to minimize risk to public health associated with hazardous materials. Once constructed, project-related impacts would be less than significant because residential developments are not typically considered a source of substantial hazardous materials.

Similar to the proposed project, cumulative projects would be required to analyze specific impacts related to hazards and hazardous materials and to remediate any hazardous conditions that could occur. Project impacts related to hazards and hazardous materials were determined to be less than significant, and therefore the project would not combine within any cumulative projects in a manner that would increase potential exposure to hazards.

With regard to wildfire hazards, any of the cumulative projects proposed within a Fire Hazard Severity Zone as designed by the California Department of Forestry and Fire would be required to meet minimum fire fuel modification and/or clearing requirements in addition to meeting the standards of the various fire codes in effect at the time of building permit issuance. For projects within the City, these requirements are implemented through preparation of and compliance with a fire protection plan, which is reviewed and approved by the fire marshal. Overall, cumulatively considerable impacts related to hazards and hazardous materials would be **less than significant.**

4.8.6 Mitigation Measures

No impacts to hazards and hazardous materials were identified; thus, no mitigation measures are required.

4.8.7 Level of Significance After Mitigation

No substantial impacts related to hazards and hazardous materials were identified; therefore, no mitigation measures are required. Impacts related to hazards and hazardous materials would be **less than significant**.

4.9 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Drainage Study and Storm Water Quality Management Plan (SWQMP) that were prepared for the project by Hunsaker and Associates in 2023. The Drainage Study is included as Appendix H to this environmental impact report (EIR), and the SWQMP is included as Appendix I to this EIR.

4.9.1 Existing Conditions

Hydrologic Setting

The project site is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Sub-Area (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2021). The major surface waterbodies in the vicinity of the project are Libby Lake and the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River southeast of the project site flows approximately 6 miles until its confluence with the Pacific Ocean. Within this Hydrologic Sub-Area, downstream impaired Section 303(d) listed water bodies include the Pacific Ocean Shoreline and San lower Luis Rey River. The technical analysis identifies potential groundwater at a depth greater than 20 feet below the ground surface. Based on the Geotechnical Investigation Report prepared for the project, groundwater was found at depths of 45 feet below ground surface (Appendix E).

In existing conditions, the project site is currently vacant and was previously the site of the former Pacifica Elementary School. On-site runoff from the northeastern portion of the site drains in a southwest direction and is then captured via existing grate inlets and routed to the existing 24-inch storm drain. The existing 24-inch storm drain runs across the site in a southwesterly direction carrying flows (along with bypassed off-site flows coming from Macario Drive) to a discharge location in an existing channel. Runoff from the rest of the site is conveyed via surface flow in a southwest direction toward the discharge point.

Surface Water Quality

The San Luis Rey River is listed on the State Water Resources Control Board (SWRCB) 303(d) list of impaired water bodies, as shown below in Table 4.9-1. Under Section 303(d) of the Clean Water Act (CWA), states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for each of the listed pollutants as a means to alleviate the impairments within water bodies' surface water.

Table 4.9-1. Downstream Water Quality Impairments

Water Body	Impairments	TMDLs
San Luis Rey River	Chloride	N/A
	Phosphorus	N/A
	Indicator Bacteria	Bacteria
	Toxicity	N/A
	Nitrogen	N/A
	Benthic Community Effect	N/A
	Bifenthrin	N/A
Pacific Ocean Shoreline, San Luis Rey HU at San Luis Rey River Outlet	Indicator Bacteria	Bacteria

Source: Appendix I.
Note: TMDL = total maximum daily load; N/A = not applicable; HU = hydrologic unit.

Groundwater

Based on the Geotechnical Investigation Report prepared for the project, groundwater was found at depths of 45 feet below ground surface (Appendix E). Groundwater is not anticipated to impact the project.

Flood Zone

The project site is not located within flood zone designated by the Federal Emergency Management Agency, as indicated in the Flood Insurance Rate Map for the area (Map No. 06073C0468H).

Tsunami Inundation

The project site does not lie within the tsunami inundation area for the City of Oceanside (CalEMA 2009).

4.9.2 Regulatory Setting

Federal

Clean Water Act

The U.S. Environmental Protection Agency (EPA) regulates water quality under the CWA (also known as the federal Water Pollution Control Act). Enacted in 1972, and significantly amended in subsequent years, the CWA is designed to restore and maintain the chemical, physical, and biological integrity of waters of the United States. The CWA provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES). The NPDES program characterizes receiving water, identifies harmful constituents, targets potential sources of pollutants, and implements a comprehensive stormwater management program. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The Regional Water Quality Control Board (RWQCB) also issues waste discharge requirements that serve as NPDES permits under the authority delegated to the RWQCBs under the CWA.

The CWA requires NPDES permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require that the EPA establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. In November 1990, Phase I of the urban

runoff management strategy, the EPA published NPDES permit applicant requirements for municipal, industrial, and construction stormwater discharges. These requirements are implemented through permits issued by the SWRCB or the local RWQCB in which the project is located (California RWQCB San Diego Region, herein San Diego RWQCB) and/or the governing municipality where the project is located.

The EPA delegated its responsibility for administration of portions of the CWA to state and regional agencies. The CWA requires states to adopt water quality standards for receiving water bodies and to have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water that supports a particular use.

National and State Safe Drinking Water Acts

The federal Safe Drinking Water Act, established in 1974, is administered by the EPA and sets drinking water standards throughout the country. The drinking water standards established in the act, as set forth in the Code of Federal Regulations (CFR), are referred to as the National Primary Drinking Water Regulations (Primary Standards; 40 CFR 141), and the National Secondary Drinking Water Regulations (Secondary Standards; 40 CFR 143). According to the EPA, the Primary Standards are legally enforceable standards that apply to public water systems. The Secondary Standards are non-enforceable guidelines regulating contaminants that may cause cosmetic or aesthetic effects in drinking water. The EPA recommends the Secondary Standards for water systems but does not require systems to comply. California passed its own Safe Drinking Water Act in 1986 that authorizes the state's Department of Health Services to protect the public from contaminants in drinking water by establishing maximum contaminant levels (as set forth in the California Code of Regulations [CCR], Title 22, Division 4, Chapter 15) that are at least as stringent as those developed by the EPA, as required by the federal Safe Drinking Water Act.

Federal Antidegradation Policy

The federal Antidegradation Policy (40 CCR 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. Pursuant to this policy, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource. State permitting actions must be consistent with the federal Antidegradation Policy.

State

California Toxics Rule

Because of gaps in California's regulations, the EPA promulgated the California Toxics Rule (40 CCR 131.38), which established numeric water quality criteria for certain toxic substances in California surface waters. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for water bodies that are designated by the San Diego RWQCB as having beneficial uses protective of aquatic life or human health. The California Toxics Rule criteria are applicable to the receiving waters from the project site.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the CWA.

California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the CWA under the oversight of the SWQCB. The project site is located in Region 9, also known as the San Diego Region, and is governed by the San Diego RWQCB.

Each RWQCB must formulate and adopt a water quality control plan for its region. The San Diego RWQCB has adopted and periodically amends a water quality control plan titled Water Quality Control Plan for the San Diego Basin (Basin Plan). The Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWQCB in its state water policy. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plans water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Section 303(d)—Total Maximum Daily Load

The CWA requires states to publish, every 2 years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants (i.e., impaired water bodies). The list, known as the Section 303(d) list, is based on violations of water quality standards. Once a water body has been deemed impaired, a TMDL must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (plus a margin of safety). Once established, the TMDL allocates the loads among current and future pollutant sources to the water body. Targets utilized in the TMDL do not establish new water quality objectives and are not enforceable against dischargers. Allocations made to point sources are implemented primarily through NPDES permits, particularly the region-wide NPDES Municipal Separate Storm Sewer System (MS4) permit and the General Industrial Permit and Construction General Permit. Additionally, once a TMDL is developed and adopted into a basin plan, the water body is removed from the Section 303(d) list.

States are required to submit the Section 303(d) list and TMDL priorities to the EPA for approval. The 2020-2022 Integrated Report is the current 303(d) list and was approved by the EPA on May 11, 2022.

National Pollutant Discharge Elimination System Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The

NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program.

The reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural best management practices (BMPs) is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (e.g., grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

San Diego Basin Plan

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface water and groundwater
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy
- Describe the implementation programs to protect the beneficial uses of all waters within the region
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Regional MS4 Permit

On May 8, 2013, the RWQCB approved a regional MS4 permit for San Diego, southern Orange, and southwest Riverside Counties (Order No. R9-2013-0001). Order No. R9-2013-0001 has been subsequently amended by Order Nos. R9-2015-0001 and R9-2015-0100. The region-wide NPDES Permit (commonly referred to as the Regional MS4 Permit) sets the framework for municipalities, such as the City , to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed. The MS4 Permit (Provision E.3) also requires certain development design standards for projects that create impervious surfaces in excess of certain thresholds (Priority Development Projects). These requirements are directly responsible for the implementation of the City's BMP Design Manual and codified in the City's Municipal Code.

The project lies within the San Luis Rey Watershed Management Area, and the City is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was approved by the RWQCB on February 12, 2016.

City of Oceanside General Plan

The City of Oceanside's General Plan Community Facilities Element (City of Oceanside 2002) contains plans, policies, objectives, and goals related to stormwater system management. The overall objective for managing the City's drainage and stormwater system is:

> Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts or construction of the storm drainage system as well as stormwater runoff.

The City of Oceanside works to achieve this objective through the following nine policies:

Policy 6.1: The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

Policy 6.2: All new development in the City of Oceanside shall pay drainage impact fees to defray the development's proportionate share of drainage facilities serving the basin where the new development is located.

Policy 6.3: The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

Policy 6.4: To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.

Policy 6.5: The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters and other public assembly facilities.

Policy 6.6: The City shall maintain public flood control channels and storm drains through dredging, repair, desilting, and clearing as needed to prevent any loss in effective use.

Policy 6.7: The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize,

to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.

Policy 6.8: The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors through the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.

Policy 6.9: The City shall comply with the sections of the federal CWA in regard to stormwater drainage.

City of Oceanside Zoning Ordinance

Article 30 of the City's Zoning Ordinance (3049 Urban Forestry Program) states that all new development that requires administrative or discretionary review shall comply with the urban forestry standards for minimum tree canopy and permeable surface area requirements. Permeable surfaces should allow water to pass through them, with pores or openings, and may include gravel, pervious concrete, porous asphalt, paving stone, or similar materials. For projects with a site area of 1 acre or more, including the project site, the minimum permeable surface area is 22% of the project site.

City of Oceanside Municipal Code

Chapter 40 of the City of Oceanside Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to (City of Oceanside 2021):

> …protect the health, safety, and general welfare of City residents; to protect water resources and to improve water quality; to cause the use of management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the City is compliant with applicable state and federal law.

General provisions of the Urban Management and Discharge Control Ordinance include compliance with the current and applicable RWQCB discharge permits (Order No. R9-2013-0001), requirements for discretionary approvals subject to discharge control, development of Urban Runoff Standards Manuals, and designations for permitted use of collected stormwater.

4.9.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to hydrology and water quality are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hydrology and water quality would occur if the project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
   i. result in substantial erosion or siltation on or off site;

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows.

4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 Impacts Analysis

Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

Construction activities associated with the project could result in wind and water erosion of the disturbed area leading to sediment discharges. Fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact water quality. The project is required to comply with the new NPDES SWRCB Construction General Permit Order No. 2022-0057-DWQ for stormwater discharges and general construction activities and incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, and runoff controls. In compliance with the Construction General Permit Order 2022-0057-DWQ, a stormwater pollution prevention plan (SWPPP) would be prepared for the project that specifies BMPs that would be implemented during construction to minimize impacts to water quality. Construction activity subject to this permit include clearing, grading and disturbances to the ground such as stockpiling, or excavation. Compliance with the General Construction Permit, SWQMP, SWPPP, and BMPs would ensure construction-related impacts to water quality would be **less than significant.**

Operations

In operational conditions, the 14.55-acre project site would have approximately 7.17 acres of impervious area, leaving 7.38 acres of pervious area. There would be one dedicated open space area for a biofiltration/detention basin facility (BF-1-1; Node 1) on the west side of the project site.

The proposed project would install dual storm drain systems (pipes, inlets, catch basins, brow ditches, and cleanouts). The first of the dual systems would include an 18-inch storm drain system necessary to collect and convey the 100-year runoff (on-site and comingled off-site flows) through the project site to a proposed biofiltration basin. This storm drain system would also address water quality, hydromodification, and peak flow attenuation. The second dual system would be a 24-inch bypass storm drain system, which is necessary to replace the existing 24-inch storm drain that runs through the site and conveys on-site and off-site flows to the existing western channel.

On-site runoff would be conveyed via street curb and gutter systems, to be captured by proposed inlets and routed via the proposed storm drain system to the biofiltration basin. The biofiltration basin would treat on-site and comingled off-site runoff, attenuate peak flows, and aid in addressing flow control hydromodification requirements.

Runoff from 0.8 acres of Private Drive "A" and a portion of the site would drain toward Macario Drive, where it would be captured by the proposed inlet east of the intersection of Private Drive "A" and Macario Drive. The captured flow would be routed southwesterly via the 24-inch existing storm drain and proposed bypass storm drain system to ultimately discharge into the existing western channel, similar to existing conditions. A proprietary biofiltration BMP is proposed to address the water quality requirements for this portion of runoff as outlined in the MS4 permit and the City of Oceanside BMP Design Manual dated January 2022.

Runoff from the northern and most of the southern undisturbed slopes would be routed via proposed brow ditches to enter the proposed bypassed storm drain system via catch basins. The proposed bypass storm drain system would convey these flows with the off-site flows (coming from Macario Drive) to the respected discharge point southwest of the site, where it comingles with the on-site treated flows and continues southerly to the analyzed discharge point.

The project's source control measures would include prevention of illicit discharges, storm drain stenciling, and regular sweeping of sidewalks and parking lots. The project would be required to provide for ongoing implementation and maintenance of these features in accordance with the Operations and Maintenance Plan contained within the SWQMP. Implementation of the SWQMP, associated source control measures of the Drainage Report, and BMPs would reduce potential operational impacts related to water quality standards or waste discharge requirements to **less than significant**.

Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The City's Water Utilities Department Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the San Diego County Water Authority and treats it at the Robert A. Weese Filtration Plant, which is in the process of being upgraded from a capacity of 25 million gallons per day (mgd) to 37.5 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021).

With the exception of the City's water supply coming from the Mission Basin Groundwater Purification Facility, the proposed project would not dig wells or directly use groundwater during construction or operation. According to the Geotechnical Investigation Report (Appendix E), groundwater was encountered 45 feet below ground surface. Although the project would result in a change in the amount of impervious groundcover on the project site, the project would include pervious features that include tree wells, landscaping throughout the site, and vegetated biofiltration basins. About53% of the project site would be composed of permeable surface area, which is greater than the 22% minimum requirement for sites greater than 1 acre in size per Article 30 of the City's Zoning Ordinance. Due to the proposed type of construction and surface water management, the project is not anticipated to decrease groundwater supplies or interfere with groundwater recharge in a manner that would impede sustainable groundwater management. Therefore, project impacts related to groundwater recharge would be **less than significant**.

Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) result in substantial erosion or siltation on or off site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

(i) During construction, the project has potential to result in exposed soils or changes in runoff that could result in erosion or siltation. This potential impact would be minimized through implementation of BMPs during construction in accordance with the 2022 Construction General Permit. As the project is larger than 1 acre in size, the project would be subject to the General Permit Order and required to prepare a SWPPP and comply with the associated BMPs. Preparation of a SWPPP and an Erosion Control Plan would also be required to obtain a grading permit for the project. Construction BMPs described in the SWPPP may include, but are not limited to, measures minimizing exposed soils, silt fencing, soil binders, street sweeping, hydroseeding soils, and using sandbags, check dams, or berms during rain events to direct flows. Surface drainage during project construction would be controlled through implementation of the SWQMP and SWPPP, and in accordance with NPDES regulations and provisions of the City's Grading and Erosion Control Ordinances.

During operations of the project, the on-site surfaces would be covered by 47% impervious area with 53% landscaped slopes and vegetated/open space areas. Figure 4.9-1, Proposed Hydrology, illustrates the proposed hydrology on site. The proposed buildings would have a drainage system to collect roof runoff, and graded and disturbed areas would be re-vegetated and landscaped to minimize erosion. Post-construction, the project site would have minimal risks of erosion occurring given property plant establishment and transport of sediments downstream would be significantly reduced by means of pretreatment and on-site biofiltration basins. As described above, the project would be subject to the post-construction structural BMPs, which would include a biofiltration basin and a proprietary biofiltration BMP and stormwater management strategies outlined in the project's Drainage Study (Appendix H) and SWQMP (Appendix I). Positive surface drainage would be provided to direct surface water on site toward the street or suitable drainage facilities, planters would be designed with provisions for drainage to the storm drain system, and surface runoff would be controlled in a manner to avoid erosion and sedimentation in accordance with regulations and the project's SWQMP. Therefore, no substantial erosion or siltation on or off site is anticipated during operation. For the reasons outlined above, neither construction nor operation of the project would result in substantial erosion or siltation on or off site, and impacts would be **less than significant**.

(ii) In existing conditions, the project site is currently vacant and was previously the site of the former Pacifica Elementary School. On-site runoff from the northeastern portion of the site drains in a southwest direction and is then captured via existing grate inlets and routed to the existing 24-inch storm drain. The existing 24-inch storm drain runs across the site in a southwesterly direction carrying flows (along with bypassed off-site flows coming from Macario Drive) to a discharge location in an existing channel. Runoff from the rest of the site is conveyed via surface flow in a southwesterly direction toward the discharge point.

The project's Drainage Study concludes that project improvements would result in an increase in peak runoff flowrate within the project site. However, to address this concern, the project proposes a biofiltration/detention basin. This basin is designed to mitigate the peak flows and ensure that they are lower than the pre-project flows, resulting in mitigated runoff levels below the existing conditions (as shown in Appendix H).

The implementation of the biofiltration/detention basin would effectively store stormwater runoff and regulate the release of flow. Additionally, the project includes the installation of landscaped areas and raised planters, which

would guide the flow toward the proposed biofiltration/detention basin for filtration and treatment before reaching the discharge point.

As a result of these drainage systems, including the biofiltration/detention basin, the total discharge from the site would be reduced to levels lower than the pre-project flows, and the water would be treated before draining into Libby Lake, the nearest receiving water.

Due to the proposed drainage systems, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site and the impact would be **less than significant.**

(iii) The project would result in an increase in impervious surfaces within the project site. Specifically, 53% of the project site would include impervious surfaces and 47% of the project site would include landscaped areas. Under the project, on-site areas would surface drain to the proposed bioretention basin. Flows from off-site areas that drain into the project site would be intercepted and conveyed through the project site into the project's proposed drainage system. Additional stormwater management areas include the landscaped and sloped areas along the boundaries of the site. The SWQMP includes stormwater quality measures to remove pollutants from runoff in compliance with the City's BMP Design Manual.

The existing municipal storm drain system has sufficient conveyance capacity to accept the proposed runoff from the site that would be reduced to pre-construction levels by the proposed bioretention basin. The Drainage Study calculates existing and proposed stormwater runoff conditions by reviewing time of concentration, peak intensity, and peak flowrate of stormwater. Although there would be an overall increase in runoff from the project site due to project development, with implementation of the proposed bioretention basin, on-site runoff would be less than the existing rate (Appendix H). Therefore, the project would not contribute runoff that would exceed existing capacity of storm drain facilities and impacts would be **less than significant**.

(iv) As previously discussed, although the project would result in an increase in impervious surfaces on site that would generate additional stormwater runoff, implementation of the project would utilize the same drainage points and would not substantially impede or redirect flows in comparison to existing conditions. As previously discussed, with the implementation of the proposed bioretention basin, on-site runoff would be less than under existing conditions. Due to the proposed drainage design and improvements to the existing on-site drainage, the project would not substantially impede or redirect flood flows and impacts would be **less than significant**.

In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

The project site is not located within flood zone (Map No. 06073C0468H) designated by the Federal Emergency Management Agency, as documented in the National Flood Hazard Layer map (FEMA 2023). In addition, according to the City's Tsunami Inundation Map for Emergency Planning (Oceanside Quadrangle) the project site is not located within the inundation area (CalEMA 2009). For these reasons, it is determined that because the project site is not within a flood hazard zone or subject to a tsunami, significant impacts related to the release of pollutants due to project inundation would not occur. Therefore, project impacts related to the potential release of pollutants due to project inundation would be **less than significant**.

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project site is located within the San Luis Rey Watershed WQIP area. The goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies (City of Oceanside 2016). These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and identifies implementation strategies. The project is consistent with these goals by complying with the regulations, as described below.

The Sustainable Groundwater Management Act has enacted sustainable groundwater management requirements. In San Diego County, there are four basins that meet the criteria as medium priority and are subject to these requirements: Borrego Valley, San Diego River Valley, San Luis Rey Valley, and San Pasqual Valley. Currently, there is no adopted sustainable groundwater management plan applicable to the project site. The project does not involve the use or extraction of groundwater and the project would not significantly impact groundwater quality due to proposed engineering methods and regulatory compliance, as discussed above. Thus, the project would not conflict with a sustainable groundwater management plan.

The SWQMP prepared for the project was based on requirements set forth in the RWQCB's NPDES MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The stormwater quality design was also prepared in accordance with the City's BMP Design Manual. As outlined in response to the thresholds above, the project would include appropriate BMPs to reduce water quality pollutants of concern during construction and operations. Furthermore, the project would be required to adhere to a project-specific SWPPP during construction, which would satisfy the requirements set forth by the NPDES Construction General Permit Order No. 2022-0057-DWQ. Overall, the project would comply the San Luis Rey Watershed WQIP and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan impacts. Therefore, project impacts are determined to be **less than significant**.

4.9.5 Cumulative Analysis

The proposed project and cumulative projects would result in an increase of impervious surfaces in the area. More specifically, other large development projects nearby would result in conversion of large pervious areas to impervious areas. This would potentially result in increased surface runoff, alteration of the regional drainage pattern, and flooding. However, like the proposed project, each individual project applicant would be required to hydrologically engineer the respective cumulative project sites to ensure that post-development surface runoff flows can be accommodated by the regional drainage system.

The proposed project, in conjunction with other future projects, may affect water quality on a cumulative scale; however, future projects are required to comply with applicable federal, state, and City regulations for stormwater and construction discharges, including the implementation of BMPs, which would reduce cumulative impacts to water quality to a level below significance.

The proposed project would implement BMPs and project-specific measures outlined in the project-specific SWQMP and Drainage Report to reduce potential effects. The proposed project would be in compliance with state and City water quality standards. All cumulatively considered projects would be subject to the same federal water quality standards and state waste discharge requirements as the proposed project. This includes preparation of project-specific SWPPPs per the NPDES permit program and implementation of associated BMPs to prevent construction-

related runoff from polluting receiving waters. Therefore, cumulative impacts related to hydrology and water quality would be **less than significant.**

4.9.6 Mitigation Measures

Impacts related to hydrology and water quality as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.9.7 Level of Significance After Mitigation

No substantial impacts related to hydrology and water quality were identified; therefore, no mitigation measures are required. Impacts related to hydrology and water quality would be **less than significant**.

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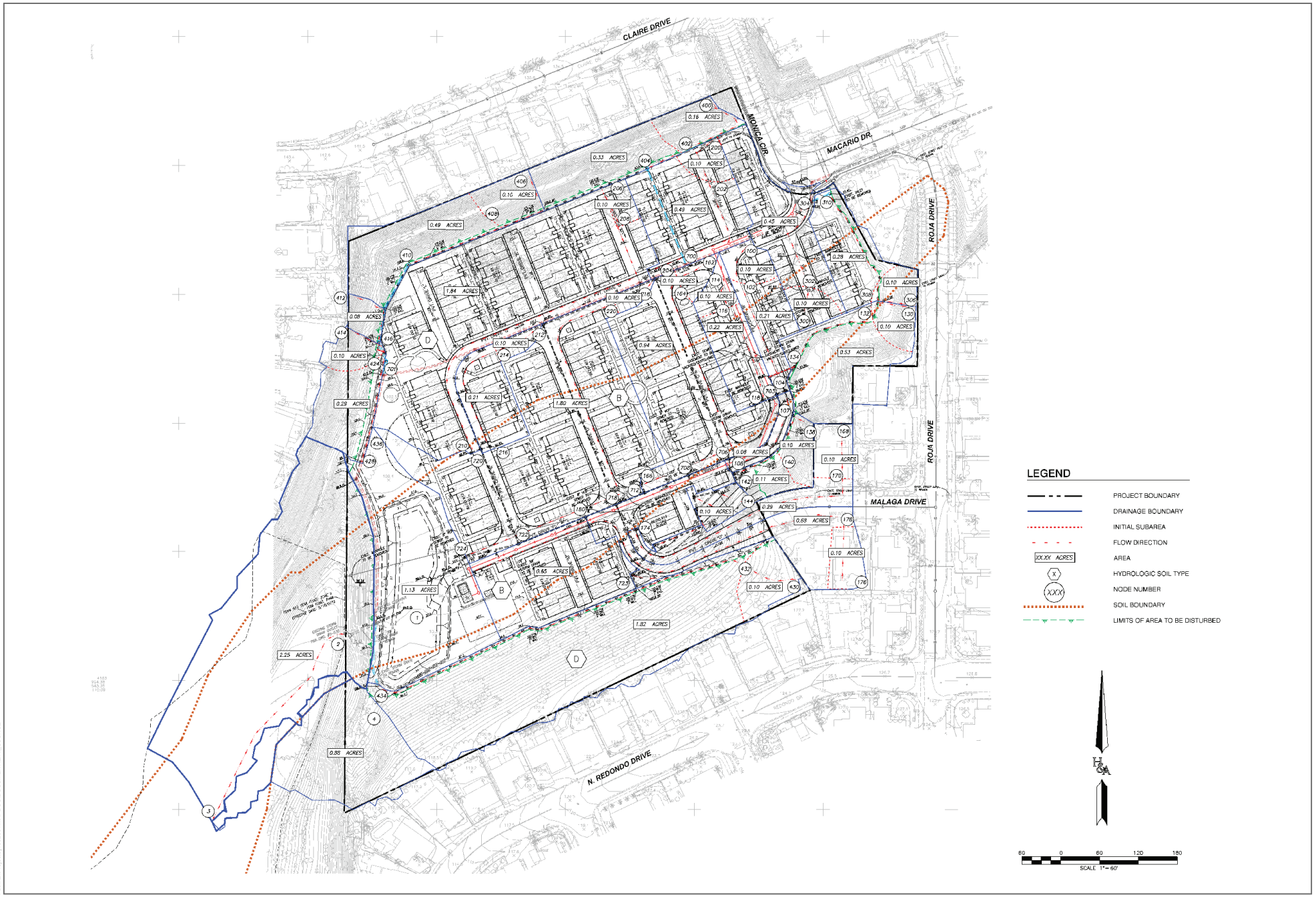

SOURCE: Hunsacker and Associates 2023

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FIGURE 4.9-1

Proposed Hydrology

Pacifica Project EIR

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4.10 Land Use and Planning

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project).

4.10.1 Existing Conditions

Existing and Surrounding Uses

The proposed site consists of the former Pacifica Elementary School located at 4991 Macario Drive (Assessor's Parcel Numbers 122-190-19, 122-190-22, and 157-070-42) and encompasses 14.55 acres (Figure 3-1, Project Location). The proposed project site is located at the corner of Monica Circle and Macario Drive in the North Valley neighborhood of Oceanside. The project site is bound to the north by single-family homes fronting Claire Drive, to the east by single-family homes fronting Roja Drive, to the south by single-family homes fronting North Redondo Drive, and to the west by open space. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR-78.

The project site has a General Plan designation of CI – Civic Institutional, and properties abutting the project site are designated as SFD-R – Single Family Detached Residential and OS – Open Space to the west. The project site is currently zoned as PS –Public/Semipublic, and properties abutting the site are zoned RS – Single-Family Residential and OS – Open Space (Figure 3-2, Existing Land Use and Zoning Designations). Other uses in the surrounding area include a range of residential densities, various commercial uses, a school, and a park.

Historical maps indicate that the property was located within a canyon until around 1946, when an earthen dam was constructed, creating a large reservoir. Over time, the reservoir's storage volumes were reduced, and in 1967 the reservoir appears to have been drained and was subsequently filled to create the building pad for the school site. As shown in Appendix G, school records indicate the school was built in 1972 and opened in 1980. Buildings first appear in historical aerial photographs in 1978, The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake and modular structures were used until the school closed in 2007. The school district continued using the site in the mid-2010s. During this time, trailers were placed at the site, and it was used as a "swing school" to hold classes while permanent schools were under modernization. The site now includes remnant pavement, a parking lot, and playground areas, as well as curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department. Disturbed habitat makes up the majority of the site, including the slopes around the perimeter, as well as the western portion of the site.

4.10.2 Regulatory Setting

State

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000–66499.58. Under state planning law, each city and county must adopt a comprehensive, long-term General Plan. State law gives cities and

counties wide latitude in how a jurisdiction may create a General Plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Regional

San Diego Association of Governments

The Regional Comprehensive Plan (RCP), adopted in 2004 by the San Diego Association of Governments (SANDAG), laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity.

In 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included an SCS, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas (GHG) emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of GHG emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop an SCS as an element of their RTPs. The SANDAG SCS integrates land use and transportation plans to achieve reductions in GHG emissions and meet the CARB-required targets.

On October 9, 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan (Regional Plan). The Regional Plan combines the two previously described existing regional planning documents: the RCP and the RTP/SCS. The Regional Plan updates growth forecasts and is based on the most recent planning assumptions considering currently adopted land use plans, including the General Plan of the City of Oceanside (City) and other factors from the cities in the region and the County of San Diego (County). SANDAG's Regional Plan will change in response to the ongoing land use planning of the City and other jurisdictions. For example, the City's General Plan, and the General Plans of other local cities, may change based on amendments initiated by the jurisdiction or landowner applicants. These amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, SANDAG's RTP/SCS latest forecasts of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because that planning is not static, as recognized by the need for updates to SANDAG's RTP/SCS every 4 years). The most recent regional plan is the 2021 Regional Plan, which builds off the 2019 San Diego Forward Federal Transportation Plan (SANDAG 2021). The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and the RCP. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California SB 375, that achieves GHG emissions reduction targets set by CARB, compliance with

federal civil rights requirements (Title VI), environmental justice considerations, air quality conformity, and public participation (SANDAG 2021).

Local

City of Oceanside General Plan

The State of California requires each city to have a General Plan to guide its future and mandates that the plan be updated periodically to ensure relevance and utility. The City's General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The plan is founded on the community's vision for the City and expresses the community's long-range planning goals. The City's General Plan contains 10 elements: Land Use (amended in 1986), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2021–2029 Housing Element adopted in June 2021), Environmental Resource Management (adopted in 1975), Public Safety (adopted in 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the General Plan elements contains goals for the future of the City. In addition, the Land Use and Zoning Map Viewer depicts the planned land uses and zoning within the City, and the land use designations are described through policies within the General Plan (City of Oceanside 2002a).

On May 8, 2019, the City Council adopted Phase I of the General Plan Update, which consisted of new General Plan elements including the Economic Development Element (April 2019), Energy Climate Action Element (May 2019), and Climate Action Plan (CAP). Phase 2 of the General Plan Update will include updating the City's existing Land Use, Circulation, Housing, Environmental Resource Management, Community Facilities, Safety, and Noise Elements. Oceanside's 2021–2029 Housing Element was adopted by the City Council June 2021 and is pending certification by the California Department of Housing and Community Development as of February 2023.

The release of five project background reports in June 2021 was the first technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports include #1: Baseline Economic and Market Analysis, #2: Land Use and Community Resources, #3: Mobility,, #4: Environmental Resources and #5: Smart and Sustainable Corridors Background Report. These reports are available for review at the City's Onward Oceanside website: https://onwardoceanside.com/.

Land Use Element

The Land Use Element (City of Oceanside 2002b) and Land Use Map identify the type of land uses that have been planned for within the City. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline the future land uses within the City. The element also provides direction related to how future development would occur, such as the intensity/density and character of new development.

Circulation Element

The purpose of the Circulation Element (City of Oceanside 2012) is to ensure that the Oceanside Master Transportation Plan and its implementation policies and programs would safely and efficiently accommodate the growth envisioned in the Land Use Element. The Oceanside Master Transportation Plan has been incorporated as a subsection to the Circulation Element and serves as the main policy tool, designating future road improvements, extensions, and special intersection design treatments.

Recreational Trails Element

The Recreational Trails Element (City of Oceanside 2002c) provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians.

Housing Element

The Housing Element (City of Oceanside 2021) is intended to identify and analyze the City's housing needs; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive 5-year program of actions to achieve the identified goals and objectives, including meeting the City's Regional Housing Needs Assessment.

Environmental Resource Management Element

The Environmental Resource Management Element (City of Oceanside 2002d) is a program designed to conserve natural resources and preserve open space. This element contains goals, objectives, and implementation strategies related to water, soil, erosion, and drainage; coastal preservation; minerals; vegetation and wildlife habitats; air quality; agricultural resources; cultural sites; and recreation and scenic areas.

Public Safety Element

The purpose of the Public Safety Element (City of Oceanside 2002e) is to serve as a safety guide in the planning process to reduce loss of life, injury, property damage, and economic and soils dislocation resulting from fire hazards, flooding hazards, and seismic and geologic hazards and to promote civil disaster preparedness.

Noise Element

The Noise Element (City of Oceanside 2002f) is composed of three sections: Introduction, Long-Range Policy Direction, and Noise Plan. In the Long-Range Policy Direction section, goals, objectives, and policies are identified to address noise-related issues in the community. The goals and objectives are overall statements of the City's desires and comprise broad statements of purpose and direction. The policies serve as guides for reducing or avoiding adverse noise effects on residents. Policies and plans in the Noise Element are designed to protect existing and planned land uses identified in the Land Use Element from excessive noise.

Community Facilities Element

The purpose of the Community Facilities Element (City of Oceanside 2002g) is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a

coordinated and cost-effective manner. The element provides a comprehensive and current inventory of the City's community facilities; a summary of the conditions, capacities, and status of all public facilities serving the City; a system of objectives, policies, and standards to be used by the City for programming its primary public facilities; and a comprehensive improvement plan and program for community facilities through the year 2010 to serve projected land use development in the City.

Hazardous Waste Management Element

The Hazardous Waste Management Element (City of Oceanside 2002h) provides health and safety measures that are necessary to protect citizens from the siting of hazardous waste facilities as required by California Health and Safety Code, Section 25199 et seq., in coordination with the San Diego County Hazardous Waste Management Plan, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

Military Reservation Element

The purpose of the Military Reservation Element (City of Oceanside 2002i) is to acknowledge the direct physical, social, and economic linkages between the City and U.S. Marine Corps Base Camp Pendleton and to propose policies that would strengthen the bond between the community and the base.

Economic Development Element

The City has prepared an Economic Development Element to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. Addressing both municipal operations and the economic dynamics of the community at large, the Economic Development Element will provide direction to all City disciplines whose functions impact the City's financial resources and influence the economic circumstances and choices of the City's residents, property owners, business owners, workers, and visitors. These City disciplines include the Economic Development Division, the Development Services Department, the Public Works Department, the Property Management Division, the Housing Division, the Parks and Recreation Division, the Water Utilities Department, and the City's public safety apparatus. The Economic Development Element will guide these disciplines in fulfilling their respective missions in a manner supportive of the City's long-term fiscal and economic health (City of Oceanside 2019a).

Energy Climate Action Element

The Energy and Climate Action Element addresses energy consumption and other activities within the City that may contribute to adverse environmental impacts, with particular emphasis on those activities associated with human-induced climate change (City of Oceanside 2019b).

City of Oceanside Climate Action Plan

The City's CAP (City of Oceanside 2019c) seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests (e.g., quality of life, economic development, and social equity). The CAP outlines the measures the City will take to make progress towards meeting the State of California's 2050 GHG reduction goal. While federal and state measures are contributing significantly to GHG emissions reduction, climate action at the local level is essential in reducing global emissions to sustainable levels. Achieving the state's 2050 GHG reduction target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program. Reducing the City's carbon footprint requires

both local government action as well as a commitment from residents, business owners, and others in the community to reduce their reliance on fossil fuels; pursue clean and renewable energy sources; reduce, reuse, recycle, and compost solid waste; conserve water; and carefully manage the City's land resources.

Given that the vast majority of the City's GHG emissions are generated by activities in the private sector, the bulk of the GHG reduction measures outlined in the City's CAP address emissions associated with residential, commercial, industrial, and agricultural uses. Nevertheless, the City recognizes its role as an exemplar for the Oceanside community and is thus committed to reducing GHG emissions from municipal operations. Led by the Water Utilities and Public Works Departments, the City has already significantly reduced its GHG emissions through a variety of means, including methane cogeneration, streetlight retrofitting, solar photovoltaic installation at numerous municipal facilities, solid waste diversion, energy efficiency retrofitting in municipal buildings, and the Green Oceanside campaign's community education programs. The City will continue to pursue GHG reduction in local government operations while encouraging emissions reduction in the community at-large through a combination of requirements, incentives, and community outreach efforts. As climate action planning continues to evolve, through advancements in climate science, technology, and public policy, the City's CAP will need to be periodically updated. These updates will be informed by new GHG emissions inventories, which will show how the City's emissions are trending and reveal which emissions reduction measures are most effective. In light of new information, and as new constraints and opportunities arise, the City will adjust its emissions reduction strategy to achieve state-aligned targets.

While the City is on track to meet its state-aligned emissions reduction targets for 2030 without additional emissions reduction measures, it is understood that meeting long-term reduction targets requires aggressive action and that taking action now will better position the City to reach long-term reduction targets (City of Oceanside 2019c).

Oceanside Subarea Plan of the North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in northwestern San Diego County (SANDAG 2003). The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species.

The Oceanside Draft Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts. The Subarea Plan has not been adopted by the City Council, but is used as a guidance document for development projects. The City will continue to implement the key goals of the Subarea Plan until the Vital and Sustainable Resources Element is adopted as part of the General Plan Update.

City of Oceanside Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission for the County and develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The ALUCP, as amended in December 2010, provides policies to ensure compatibility with airport and surrounding uses. These policies span various topics including noise, overflight zones, development standards, and safety within an established Airport Influence Area for each airport over a 20-year horizon (ALUC 2010).

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. Agencies involved in the development of the San Luis Rey WQIP include the Cities of Oceanside and Vista, the County of San Diego, and the California Department of Transportation. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board (RWQCB) according to Order No. R9-2013-0001, as amended by Order Nos. R9 2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them.

The San Luis Rey WQIP was originally submitted to the RWQCB on June 26, 2015, as required by the Municipal Permit. The WQIP was subsequently revised and resubmitted in order to incorporate comments received from the public and the RWQCB. Following further comments, the RWQCB issued an acceptance letter for the San Luis Rey WQIP on February 12, 2016. In January 2022, an addendum to the WQIP for the San Luis Rey watershed was released (Project Clean Water 2022).

4.10.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to land use are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use would occur if the project would:

1. Physically divide an established community.
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.4 Impacts Analysis

Would the Project physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road that would impact mobility within an existing community or between a community and outlying area.

The 14.55-acre project site is located in the North Valley neighborhood of the City, at the corner of the Monica Circle and Macario Drive. The project site is currently zoned PS –Public/Semipublic and has a General Plan land use designation of CI – Civic Institutional. The approvals required for the project include a General Plan Amendment and a Zone Amendment. The project proposes a General Plan land use of MDB-R – Medium Density Residential-B (10–15

dwelling units per acre [du/ac]) and a zone of PD – Planned Development (Figure 3-5, Proposed Land Use and Zoning Designations). The proposed Planned Development District would provide zoning, use regulations, and development standards for the future development of the site. A Planned Development Plan (the Pacifica Planned Development Plan) has been prepared in accordance with the City's Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as, design guidelines that will provide a framework for the specific development of the site.

The project proposes 164 three-story attached townhomes. Of the 14.55-acre site, approximately 1.73 acres consist of 20- to 30-foot-tall slopes along the northern, southeastern, and western portions of the project site, resulting in a net area of 12.82 acres and a net density of 12.8 du/ac. Of the 12.82 net acres, only 10.23 acres are proposed for development. The remaining undeveloped areas include natural setbacks to the adjacent open space to the west. Townhomes would range in size from approximately 1,200 square feet to 1,800 square feet with two, three, or four bedrooms and an attached two-car garage (see Table 3-1, Proposed Building Summary).

A total of approximately 59,460 square feet of common open space and 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios associated with each residence. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit.

As described previously, the project site has been previously graded and heavily disturbed by the former development of Pacifica Elementary School, development of adjacent roadways, and previous uses within the site. Proposed land use and implementation of the project would not impede access to any adjacent land uses or roadways. Implementation of the project would improve the existing project site through the development of multifamily homes, open space areas, and landscaping. The project does not propose linear features that would physically divide an established community. Therefore, impacts would be **less than significant**.

Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project is subject to several local and regional plans intended to avoid environmental effects. Such plans, policies, and regulations that pertain to the proposed project are contained within the elements of the City's General Plan, the City's Zoning Ordinance, the Subarea Plan of the North County MHCP, the ALUCP, the San Luis Rey Watershed WQIP, the 2050 RTP/SCS, the State Implementation Plan (SIP), and Regional Air Quality Strategy (RAQS). The analysis herein outlines project consistency with these plans.

City of Oceanside General Plan

As outlined in Section 4.10.2, Regulatory Setting, above, the City's General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of Oceanside. The plan is founded on the community's vision for the City and expresses the community's long-range planning goals. New development within the City, including the project, is subject to the goals and policies outlined in the City's General Plan elements.

The existing General Plan land use designation is CI – Civic Institutional, which does not allow residential uses, and the project proposes a General Plan Amendment to change the land use to MDB-R – Medium Density Residential-B (10–15 du/ac). The project's consistency with the City's General Plan elements goals, policies, and objectives is provided below in Table 4.10-1,[1] City of Oceanside General Plan Consistency Evaluation. As outlined in Table 4.10-1, with the approval of the General Plan Amendment, the project would not conflict with the goals, policies, and objectives of the City's General Plan.

City of Oceanside Zoning Ordinance

The City's Zoning Ordinance designates the project site as PS – Public/Semipublic. Article 16 of the Zoning Ordinance states that the PS District is intended to "allow consideration of a large public or semipublic use separately from regulations for an underlying base zoning that may or may not be appropriate in combination with the public or semipublic use" (City of Oceanside 1992). Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The project proposes to change the zoning to PD – Planned Development. The requested entitlement includes a Planned Development Plan. As previously stated, the proposed Planned Development Plan would provide zoning, use regulations, and development standards for future development of the site. A Planned Development Plan (the Pacifica Planned Development Plan) has been prepared in accordance with the City's Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as, design guidelines that will provide a framework for the specific development of the site.

In addition, a Development Plan is required for site plan approval pursuant to Article 43 of the City's Zoning Code to ensure that new development complies with all applicable requirements of the Zoning Code. The Development Plan is proposed in conjunction with the Planned Development Plan and presents the proposed site layout and project architecture along with additional information related to aesthetics, building orientation, landscaping and open space, and infrastructure. The Development Plan corresponds to the Tentative Map presenting the proposed building locations and conceptual grading elements of the project.

With approval of the requested zone change, Planned Development Plan, and Development Plan, the project would not conflict with the City's Zoning Ordinance.

Oceanside Draft Subarea Plan of the North County MHCP

The Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts. As outlined in Section 4.3, Biological Resources, the project site is not within a preserve, nor does it include any wetlands or riparian areas on site. Therefore, the project would not result in a conflict with the Oceanside Subarea Plan.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise,

[1] Given its length, Table 4.10-1 can be found at the end of this section.

overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration approved Airport Layout Plan. The project site is located outside of the safety zone for the airport and is not within Review Area 1 or 2 (ALUC 2010). Therefore, no conflicts with the ALUCP would occur.

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed WQIP area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The WQIP allows the City (and other interested parties) to prioritize and address pollutants through an appropriate suite of best management plans (BMPs) in each watershed. A Storm Water Quality Management Plan was prepared for the project based on requirements set forth in RWQCB's National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit that covers the San Diego region (Order No. R9-2013-0001). The stormwater design was prepared in accordance with the City's BMP Design Manual. Please refer to Section 4.9, Hydrology and Water Quality, for a detailed analysis and additional information. In summary, the project is meeting these goals by complying with all local and regional water quality programs and policies that are intended to reduce water pollutants and control runoff in a manner to avoid impacts to downstream waters. Therefore, the project would not conflict with the San Luis Rey WQIP.

2050 Regional Transportation Plan/Sustainable Communities Strategy

The most recent RTP/SCS was adopted in December 2021 with a planning horizon of 2016 through 2050. SANDAG's 2050 RTP/SCS outlines projects for rail and bus services, highways, local streets, bicycling, walking, and movement of goods, as well as systems and demand management. The 2050 RTP/SCS presents a transportation system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The RTP/SCS is not directly applicable to the project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and nonresidential land uses) and transportation patterns throughout the City and greater San Diego County, as stipulated under SB 375. Nonetheless, the project is expected to add 469 residents in 164 dwelling units. The added residents would represent approximately 6% of the anticipated population growth and 3% of the housing growth over the RTP/SCS planning horizon. Based on this information, the increase in population and housing units with implementation of the proposed project would be well within the growth projections. Environmental impacts due to inconsistency with the RTP/SCS would not occur.

State Implementation Plan and Regional Air Quality Strategy As outlined in Section 4.2, Air Quality, of this environmental impact report (EIR), the San Diego Air Pollution Control District (SDAPCD) and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the SIP and RAQS. The federal ozone maintenance plan, which is part of the SIP, was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the San Diego Air Basin based on the National Ambient Air Quality Standards. The RAQS was initially adopted in 1991 and is updated approximately every 3 years (most recently in 2020). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission

projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans.

If a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. Overall, the increase in the housing units and associated vehicle source emissions is not anticipated to result in air quality impacts that were not envisioned in the growth projections and RAQS, and the increase in residential units in the region would not obstruct or impede implementation of local air quality plans. Based on the analysis above, implementation of the project would not result in development in excess of that anticipated in local plans or increases in population/housing growth beyond those contemplated by SANDAG. As such, vehicle trip generation and planned development for the project are considered to be anticipated in the SIP and RAQS. Because the proposed land uses and associated vehicle trips are anticipated in local air quality plans, the project would be consistent at a regional level with the underlying growth forecasts in the RAQS.

In summary, the project would not conflict with or obstruct implementation of an applicable plan or policy, and impacts would be **less than significant.**

4.10.5 Cumulative Analysis

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts, such as reducing available open space or to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City.

The proposed project and related cumulative projects would be subject to the goals and policies of the City's General Plan and other planning documents, as applicable. The project proposes a General Plan and Zoning amendment in order to accommodate residential units on the site. As discussed in Table 4.10-1, the proposed project would not substantially conflict with General Plan goals and policies.

All cumulative projects would be subject to similar criteria as the proposed project, which would ensure compliance with existing applicable land use plans with jurisdiction over the project area. Any cumulative projects that propose amendments to the General Plan or Zoning Ordinance would be required to show that proposed uses would not result in significant environmental impacts due to a conflict with applicable policies in a similar way as the proposed project. Consistency with the City's applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed project and other related cumulative projects. Similar to the proposed project, final site plans of all cumulative projects would be subject to review and approval by the City. Since all current and future projects would be analyzed for compatibility and compliance with land use regulations prior to approval, cumulative impacts related to land use and planning would be **less than significant.**

4.10.6 Mitigation Measures

No impacts to land use were identified, and no mitigation measures are required.

4.10.7 Level of Significance After Mitigation

No impacts to land use were identified, and therefore no mitigation measures are required. Impacts related to land use would be **less than significant**.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
City of Oceanside General Plan			
Land Use Element			
1.1 Community Values Objective	To ensure the enhancement of long-term community and neighborhood values through effective land use planning.	The project proposes to reuse the site of a former elementary school for multifamily units. The project would be located in an existing neighborhood, within the vicinity of transportation and commercial uses that would benefit the newly proposed residences.	The project would be in conformance with this objective.
Policy 1.1A	Land uses shall be attractively planned and benefit the community.	The project aims to provide a contemporary interpretation of traditional styles found in the existing single-family neighborhood surrounding the site. The project design is intended to promote the use of outdoor space and pedestrian usage. In addition, the project would go through design review approval by the City of Oceanside (City) and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc., or applicable waivers.	The project would be in conformance with this policy.
Policy 1.1B	Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	The project site is designated Civic Institutional (CI) per the City's General Plan Land Use Map, and a change in land use is proposed. The project proposes to change the land use designation to Medium Density Residential-B (MDB-R), which would allow for a density of 10 to 15 dwelling units per acre (du/ac). The proposed housing development would be consistent with the surrounding residential and open space uses and zoning designations. The project would not negatively impact surrounding conforming land uses because it proposes similar	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		residential development and open space amenities.	
Policy 1.1C	The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.	The project site currently consists of a 14.55-acre vacant lot. The proposed development project would utilize the otherwise underutilized site by constructing 164 multifamily units. Addition of new market rate housing stock would benefit the community. In addition, the tax revenue from the project would provide an economic benefit to the City.	The project would be in conformance with this policy.
1.11 Balanced Land Use Objective	To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.	Increased housing stock is essential to provide a balanced, efficient, community. Development on a vacant, but formerly developed, parcel within the City would ensure residents of the project site have access to existing infrastructure, parks, shopping centers, and schools.	The project would be in conformance with this objective.
Policy 1.11A	The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.	The project would provide the City with additional residential units. The proposed development would be consistent with the surrounding residential and open space uses. The project would connect to the existing sidewalk system to provide pedestrian connections to surrounding areas.	The project would be in conformance with this policy.
Policy 1.11B	The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.	The project would accommodate the growing population of the greater San Diego area. Increased housing stock near existing infrastructure is essential to provide a balanced, efficient community.	The project would be in conformance with this policy.
Policy 1.11C	The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.	The project would be consistent with the City's General Plan Circulation Element and the 2021 Regional Transportation Plan. As outlined in Section 4.15, Transportation, of this EIR, Implementation of the project would result in less than significant	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		vehicle miles traveled impacts. In addition, the project would not overburden existing roadways in the area. Roadway improvements would not be required due to project implementation, as the increase in project-related traffic delay would not exceed the allowable threshold.	
1.12 Land Use Compatibility Objective	To minimize conflicts with adjacent or related land use.	The proposed housing development would be consistent with the surrounding residential land uses. Although the proposed multifamily units would be generally surrounded by single-family residential, there are a number of multifamily developments in close proximity to the site. The project would not alter the designated open space land uses to the southwest of the project site. Implementation of the project would not conflict with adjacent or related land uses.	The project would be in conformance with this objective.
Policy 1.12A	Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.	The project would be compatible with the surrounding land uses. The proposed residential development would be set back 15 feet from Monica Circle, approximately 74 feet from the northern and southern boundary, and approximately 65 feet from the eastern boundary. The western boundary is bordered by open space and a habitat setback and stormwater basin would buffer the development from the adjacent open space area. This buffer area would be a minimum of 100 feet.	The project would be in conformance with this policy.
Policy 1.12B	The use of land shall not create negative visual impacts to surrounding land uses.	The project would construct a multifamily development with open space amenities and enhanced landscaping. The proposed project would enhance the views of the existing site and improve the visual impact through the creation of a thoughtfully designed development. The project sits below adjacent uses and has increased setbacks from the surrounding single-family homes than the minimum	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		standards require which reduce impacts on the surround development. Additionally, high quality architecture with a range of floorplans and amenities provides a highly desirable community for future homeowners to find attainable housing in the City. The proposed architectural design, landscaping, and amenities would be reviewed by the City for approval prior to development.	
Policy 1.12C	The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	The project would be constructed in compliance with all local, state, and federal regulations. As outlined in Sections 4.1, Aesthetics; 4.2, Air Quality; and 4.8, Hazards and Hazardous Materials, of this EIR, implementation of the project would not result in impacts related to noise, light, odor, or release of hazardous materials. All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Street lighting would be provided through lighting on individual homes/buildings to reduce lighting impacts to the surrounding open space areas and improve dark sky regulation compliance.	The project would be in conformance with this policy.
1.121 Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Objective	To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies.	The project site is located within the north-central portion of the City , in the North Valley Neighborhood. The proposed Oceanside General Plan Land Use designation for the site is Medium Density Residential-B. The project site is surrounded by residential, commercial, and open space uses. The project would not impact any adjacent jurisdictions or responsible agencies.	The project would be in conformance with this objective.
Policy 1.121A	Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.	Please see response to Objective 1.121 above.	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.121B	Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.	Through the Notice of Preparation (NOP) for the project, the City has formally noticed responsible agencies of the proposed development, including but not limited to the U.S. Fish and Wildlife Service (USFWS), Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife (CDFW), and Native American Heritage Commission (NAHC). In addition, Oceanside has provided formal solicitation for comments from these agencies during the NOP and the public review process as defined by CEQA Guidelines Section 15103.	The project would be in conformance with this policy.
Policy 1.121C	To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.	Please see response to Objective 1.121 above.	The project would be in conformance with this policy.
1.14 Noise Control Objective	To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise.	The proposed multifamily residential development would be constructed in an existing residential area. Construction of the project would be subject to City noise ordinances, and as discussed in Section 4.11, Noise, of this EIR, the project would not generate noise levels in exceedance of the analyzed noise thresholds.	The project would be in conformance with this objective.
Policy 1.14A	Noise emissions shall not reach levels that pose a danger to the public health.	Please see response to Objective 1.14 above.	The project would be in conformance with this policy.
Policy 1.14B	Noise emissions shall be controlled at the source where possible.	Please see response to Objective 1.14 above.	The project would be in conformance with this policy.
Policy 1.14C	Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Please see response to Objective 1.14 above.	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.14D	Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	Please see response to Objective 1.14 above.	The project would be in conformance with this policy.
Policy 1.14E	Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that require a permit or other approval from the City.	Please see response to Objective 1.14 above. A Noise Study was prepared for the project by Dudek in 2022 that demonstrated that project construction and operation would result in acceptable noise levels.	The project would be in conformance with this policy.
Site Design Objective 1.2	To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	The project would provide residential and private open space uses on site. The project has been designed to incorporate sustainable design features, visual aesthetics, private and common open space area, privacy, enhanced landscaping, and land use compatibility.	The project would be in conformance with this objective.
Policy 1.1A	The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and 2) the even circulation of natural breezes between and through all buildings; and 3) the quality of view and vistas from the site to the surrounding environment; and 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities.	The project would involve construction of 164 multifamily units, private open space, on-site amenities, and commercial space. The project includes a roof-top photovoltaic (PV) solar system, which will accommodate at least 50% of energy demand during operation. The recreation areas, landscape areas, and pedestrian pathways would encourage connectivity throughout the proposed development. The project would provide private open space and communal open space on site. Final site plans for the project would be subject to City review.	The project would be in conformance with this policy.
Policy 1.2B	A combination of deep, landscaped setback areas, berms, and decorative sound	The project does not abut a major or intense transportation corridor. However, the project would	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	attenuation walls shall be required where developments abut major or intense transportation corridors.	incorporate retaining walls, landscaped setback areas, and a variety of landscaping would create a buffer to the existing homes. Landscaping would be along the boundaries of the property.	
Policy 1.2C	New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.	Although the project involves construction of multi-story residential buildings that would differ in visual character to existing one-story homes surrounding the site, the site is set down lower than the surrounding residences, and adjacencies would be respected through large setbacks and existing slopes. Requests of adjacent neighbors have been taken into consideration for the project site plan. Final site plans are subject to City review.	The project would be in conformance with this policy.
Policy 1.2G	All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.	The project would provide a total of 384 parking spaces on site for residents and guests. The project would include private two-car garages attached to each unit and 61 guest parking spaces. Parking would be located off the private loop road within the project site.	The project would be in conformance with this policy.
1.21 Common Open Space Objective	To provide and maintain common open areas for a wide range of uses.	A total of approximately 59,460 square feet of common open space and 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.21A	Common open space must be accessible and usable by potential users of the common open space.	See response to Objective 1.21.	The project would be in conformance with this policy.
Policy 1.21B	Common open spaces within a project site shall be contiguous unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.	See response to Objective 1.21.	The project would be in conformance with this policy.
Policy 1.21C	Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.	See response to Objective 1.21.	The project would be in conformance with this policy.
1.22 Landscaping Objective	The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.	The project proposes ample new landscaping. Landscaping would be in front of all walls where possible and along pedestrian pathways. Water-conserving landscaping and efficient irrigation design would be utilized, along with consideration of aesthetic and functional requirements for the site. Landscaping adjacent to public rights-of-ways would be maintained by the property owner.	The project would be in conformance with this objective.
Policy 1.22A	Existing mature trees shall be retained wherever possible.	The City landscape regulations require a tree survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. This survey is provided in the landscape plan prepared for the proposed project and can also be viewed in Figure 4.3-3, Tree Survey. As shown in Figure 4.3-3, there are a total of 37 trees on site, and 16 trees are proposed for removal. The other 21 trees would remain in place. The City requires a 1:1 replacement ratio for all diameter at	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		breast height and brown trunk height removed. As also shown in Figure 4.3-3, the total diameter of all 16 trees to be removed is 358 inches, and the total diameter of all 248 proposed new trees to be planted is 744 inches. Therefore, the trees would be replaced at a ratio greater than 1:1.	
Policy 1.22B	Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	See response to Policy 1.22A.	The project would be in conformance with this policy.
Policy 1.22C	Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	The development would be landscaped with native plant species. In addition, the project would provide drought-tolerant landscaping and water efficient irrigation system.	The project would be in conformance with this policy.
Policy 1.22F	A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use plant materials that will retard the spread of wildfire.	The project would provide a large buffer to existing open space/riparian habitat off site. A minimum 50-foot biological buffer and a minimum 50-foot planning buffer would be established at the outer edge of the riparian habitat. In addition, the project proposes to landscape with native drought tolerant plant species. Proposed landscaping and setbacks have been reviewed and approved by City Fire.	The project would be in conformance with this policy.
1.23 Architecture Objective	The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	The project would have an architectural style inspired by variations on the Spanish style. The project design is intended to promote the use of outdoor space and pedestrian usage. The project would go through design review approval by the City and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc., or applicable waivers.	The project would be in conformance with this objective.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.23A	Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	See response to Objective 1.23.	The project would be in conformance with this policy.
Policy 1.23B	Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.	See response to Objective 1.23.	The project would be in conformance with this policy.
Policy 1.23C	Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.	See response to Objective 1.23. All site plans, including proposed building materials and landscaping would be provided to the City for final review.	The project would be in conformance with this policy.
1.24 Topographic Resources Objective	To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	The project site and, more specifically, the project development footprint are relatively flat. The project would not contribute to slope instability, flooding, or erosion hazards. Please refer to Sections 4.6, Geology and Soils, and 4.9, Hydrology and Water Quality, of this EIR, which determine that potential impacts related to slope instability, flooding, and erosion hazards would be less than significant.	The project would be in conformance with this objective.
Policy 1.24A	Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.	The project site is not zoned or proposed to be zoned for industrial or commercial development.	The project would be in conformance with this policy.
Policy 1.24F	Excessive cut and fill grading to create standard prepared pads shall be prohibited.	The project would not require excessive cut and fill as the site has been previously graded and is relatively flat in its existing condition.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.24G	Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.	Please refer to response to Policy 1.24F. The project would not create flat planes with sharp angles of intersection.	The project would be in conformance with this policy.
Policy 1.24H	Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site.	The topography of the project site is generally flat. Elevations vary from approximately 80 above mean sea level to 120 feet above mean sea level. The project would blend with existing topography.	The project would be in conformance with this policy.
Policy 1.24I	The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.	A Geotechnical Investigation was prepared for the project by Geotek Inc. in January 2022. The report documented the recommended construction methods to provide structural stability for the proposed development on the project site and are incorporated as project design features to ensure geological safety. Please refer to Section 4.6 of this EIR, which determines impacts as a result of the project would be less than significant.	The project would be in conformance with this policy.
Policy 1.24J	Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.	As outlined in Section 4.9 of this EIR, impacts related to flooding, erosion, sedimentation, and site drainage as a result of project implementation would be less than significant. Proposed site drainage would ensure flow on and off site would be adequately handled by existing and proposed drainage structures.	The project would be in conformance with this policy.
Policy 1.24M	The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	Although there would be an overall increase in runoff from the project site due to an increase in impervious surface, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development, due to the installation of a new detention basin and storm drainage facilities.	The project would be in conformance with this policy.
Policy 1.24N	Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.	Access to the site would be provided via a new driveway at the intersection of Monica Circle and Macario Drive. An additional secondary emergency access would	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		also be provided via the terminus of Malaga Drive. Access at these locations would avoid excessive cut and fill and respect the existing topography of the site.	
Policy 1.24O	Parking areas shall adapt to the topographic character of the site.	The project site is relatively flat and therefore the existing topography would not need to be substantially altered in order to accommodate the proposed development, including parking on site. Slopes surrounding the main building pad would remain intact and minimal disturbance would occur.	The project would be in conformance with this policy.
Policy 1.24P	Site disturbance shall be limited to the minimum area necessary as construction proceeds.	The project site is located on a previously disturbed, vacant lot. Development of the project would improve existing conditions with enhanced landscaping on site and open space areas.	The project would be in conformance with this policy.
Policy 1.24Q	Groundcover shall be re-established as early as possible as construction proceeds.	The first phase of construction would include demolition, grading, and site preparation of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction, and re-vegetation of disturbed areas would occur. The project would implement a stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best management practices (BMPs) to reduce erosion. Proposed landscaping would be established on site in accordance with the construction schedule outlined in Chapter 3, Project Description, of this EIR.	The project would be in conformance with this policy.
Coastal Zone Objective 1.32	To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.	The project would not be subject to California Coastal Commission review nor subject to the Oceanside Local Coastal Plan because it is not located in a coastal zone.	This objective is not applicable to the project.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.32A	The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (Figure 3 of the Land Use Element). Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document.	Please see response to Objective 1.32.	This policy is not applicable to the project.
Commercial Subdivision Objective 2.01	To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.	The project site does not include or propose commercial subdivisions that would promote economic benefits.	The project would be in conformance with this objective.
Commercial Subdivision Policy 2.01B	Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.	Please see response to Objective 2.01.	The project would be in conformance with this policy.
2.2 Commercial Development Objective	The City shall preserve and enhance viable, positive commercial developments through the proper allocation of the following commercial land use designations: community commercial, neighborhood commercial, general commercial, special commercial and professional commercial.	Please see response to Objective 2.01.	The project would be in conformance with this objective.
Neighborhood Commercial Policy 2.22A.	Neighborhood Commercial shall provide commercial uses which meet the day-to-day commercial needs of the community. Commercial center development is implicit. Key tenants shall be limited to supermarkets, variety stores, drug stores, specialty stores, and similar businesses. Most retail shops, restaurants and services are permitted as minor tenants and "convenience" businesses	Please see response to Objective 2.01.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	may be allowed when well integrated into the center's design.		
Neighborhood Commercial Policy 2.22B	Since Neighborhood Commercial centers will meet the daily shopping needs of the community, they shall be located near residential areas along major arterials or secondary arterials, preferably at their intersections with collector streets. Consequently, there shall be limits on their intensity to be compatible with nearby residential areas. Areas shall generally be between 10 and 30 acres.	Please see response to Objective 2.01.	The project would be in conformance with this policy.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 B	Given the proximity and visibility from major travel corridors, development shall place a major emphasis on providing visitor-serving uses and facilities. Larger sites may provide commercial development of community serving or higher level.	The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR-78. The project would not include commercial uses or visitor serving uses.	The project would be in conformance with this policy.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 D	Commercial developments shall be encouraged to provide facilities that promote and support the use of public transportation systems.	Please see response to Objective 2.01 and Policy 2.242 B.	The project would be in conformance with this policy.
Commercial Enhancement Policy 2.26A	The City shall encourage the establishment of specialized districts, centers, and developments for unique commercial uses which contribute positively to the City's revenue and employment generating abilities and cultural enhancement.	Please see response to Objective 2.01.	The project would be in conformance with this policy.
Commercial Enhancement Policy 2.26B	The City shall not permit the proliferation and/or over-construction of commercial use that generate adverse	Please see response to Objective 2.01.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	impacts to the social structure, visual quality, economy, public safety, or well-being of the community.		
2.7 Community Facilities Management Objective	To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.	A total of approximately 59,460 square-feet of common open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity. Existing public services and existing utilities and service systems would be utilized by the project but would not be overburdened, as analyzed in Sections 4.13, Public Services, and 4.17, Utilities and Service Systems, of this EIR.	The project would be in conformance with this objective.
Communities Facilities Management Policy A	Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; 4) In addition, fees must cover new construction and replacement of citywide facilities.	Prior to the issuance of the building permits, the project applicant would pay all required development fees to the approval of the City.	The project would be in conformance with this policy.
3.14 Grading and Excavations Objective	To provide mitigation recommendations for grading	Several project design features have been incorporated to ensure adequate safety, with	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	and excavations in the City of Oceanside.	considerations of the geologic conditions of the project site. Prior to issuance of the grading permit, the applicant shall verify that the applicable recommendations of the Geotechnical Investigation have been incorporated into the project design and construction documents to the satisfaction of the City Engineer.	
Grading and Excavations Policy A	Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures: 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible; 2) plant bare slopes and cleared areas with appropriate vegetation immediately after grading; 3) chemically treat soils to increase stability and resistance to erosion; 4) install retaining structures where appropriate; 5) construct drainage systems to direct and control rate of surface runoff; 6) construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams.	The recommended grading and geological measures have been incorporated into the project design; see Section 4.6 of this EIR.	The project would be in conformance with this policy.
Housing Element			
Goal 1	Produce opportunities for decent and affordable housing for all of Oceanside's citizens.	The project is proposing to pay the in-lieu fee alternative in order to comply with the City's Inclusionary Housing Ordinance. Because the project would exceed the base density allowance, and it involves 10 or more units at base density, the project is subject to an in-lieu fee payment as outlined in Section 14C.6(b).	The project would be in conformance with this goal.
Policy 1.1	Promote a high-quality urban environment with stable residential neighborhoods and healthy business districts.	Please see response to Goal 1. The project would provide high quality amenities to its residents. The project would be in close proximity	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		to public transportation and shopping centers. Furthermore, the project's design, spaces, and site layout would enhance and respect the character of the surrounding area.	
Policy 1.3	Promote a high, stable rate of homeownership in Oceanside	The proposed residential development would include a total of 164 for-sale market-rate units.	The project would be in conformance with this policy.
Policy 1.6	Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.	The project site is not located in a transit corridor or smart growth area.	This policy is not applicable to the project.
Goal 2	Encourage the development of a variety of housing opportunities, with special emphasis on providing: ▪ A broad range of housing types, with varied levels of amenities and number of bedrooms. ▪ Sufficient rental stock for all segments of the community, including families with children. ▪ Housing that meets the special needs of the elderly, homeless, farm workers, and persons with disabilities, and those with developmental disabilities. ▪ Housing that meets the needs of large families.	Please see response to Goal 1 and Policy 1.1.	The project would be in conformance with this goal.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.1	Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.	Please see response to Goal 1 and Policies 1.1 and 1.6. The proposed residences vary in household sizes ranging between approximately 1,200 square feet to 1,800 square feet. The project proposes a higher-density residential development that is in proximity to public transportation. The project site is provided transit service via the North County Transit District (NCTD). Bus stops within a 0.5-mile radius of the project site include the stops located on North River Road and Vandegrift Boulevard (Routes 303, 309, 311, 313, and 315).	The project would be in conformance with this policy.
Goal 3	Protect, encourage, and provide housing opportunities for persons of low and moderate income.	Please see response to Goal 1.	The project would be in conformance with this goal.
Policy 3.4	Ensure that the development of lower income housing meets applicable standards of health, safety, and decency	The project does not include lower-income housing.	This policy is not applicable to the project.
Policy 3.5	Encourage the development of housing for low- and moderate-income households in areas with adequate access to employment opportunities, community facilities, and public services.	The project will pay the affordable housing in-lieu fee to help fund the development of low-income and moderate-income housing opportunities throughout the City.	The project would be in conformance with this policy.
Policy 3.7	Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.	The project will pay the affordable housing in-lieu fee to help fund the development of low-income and moderate-income housing opportunities throughout the City.	The project would be in conformance with this policy.
Policy 3.8	Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee.	The project is proposing to pay the in-lieu fee alternative in order to comply with the City's Inclusionary Housing Ordinance. Because the project would exceed the base density allowance, and it involves 10 or more units at base density, the project is subject to an in-lieu fee payment as outlined in Section 14C.6(b). Therefore, with payment of the in-lieu fee, the project would be	This policy "encourages" inclusionary housing; however, according to the City's Inclusionary Housing Ordinance, an in-lieu fee payment is an acceptable alternative.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		consistent with the City's Inclusionary Housing Ordinance.	Therefore, the project is in conformance with this policy.
Recreational Trails Element			
Goal 8	An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.	The project site is located within walking distance of numerous uses, services, and facilities that make Pacifica a walkable, transit-oriented community. Within the planning area, the project establishes a highly connected and efficient circulation system of sidewalks and pathways supported by pedestrian-friendly architecture and landscaping. Walkways are designed to provide access in accordance with the Americans with Disability Act (ADA) and to promote walkability and connectivity within the site and to the existing neighborhood.	The project would be in conformance with this goal.
Objective 8.2	Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.	See response to Goal 8. The project would include pedestrian pathways throughout the project site to promote connectivity and provide access to common open space and recreational amenities within the project site.	The project would be in conformance with this objective.
Objective 8.3	Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear larks, greenbelts, and similar elements.	Please see response to Goal 8.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective 8.7	Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act.	On-site pedestrian circulation network would be built in compliance with the ADA and would not be designed in such a way to prevent access from disabled, elderly, or visually or hearing-impaired persons.	The project would be in conformance with this objective.
Public Safety Element			
Public Safety Element Goal	Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.	No walls, fences, or landscaping element would interfere with intersection visibility, line of sight, or other safety issue. Where screening or security walls (excluding wrought iron or other "open" fence types) are located within 10 feet of a public right-of-way, landscaping shall be provided between the wall and the right-of-way to a minimum height of 4 feet to minimize opportunities for crime and unsafe conditions.	The project would be in conformance with this goal.
Seismic and Geologic Hazard Objective 1	Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	A Geotechnical Investigation that was prepared for the project by Geotek Inc. in January 2022. The report documented the recommended construction methods to provide structural stability for the proposed development on the project site and are incorporated as project design features to ensure geological safety.	The project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 2	Minimize the risk of occupancy of all structures from seismic and geologic occurrences.	See response to Objective 1 above.	The project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 3	Provide to the public all available information about existing seismic and geologic conditions.	The existing seismic and geologic conditions are provided in the geotechnical reports prepared for the project site and are further discussed in Section 4.6 of this EIR.	The project would be in conformance with this objective.
Circulation Element			
Long Range Policy Direction			
Goal 1	A multimodal transportation system, which allows for the efficient and safe movement	See response to Goal 8 under the Recreation and Trails Element above.	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	of all people and goods, and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.		
Goal 2	Alternative modes of transportation to reduce the dependence on the automobile.	The project proposes a higher-density residential development that is in proximity to public transportation. The project site is provided transit service via the NCTD. Bus stops within a 0.5-mile radius of the project site include the stops located on North River Road and Vandegrift Boulevard (Routes 303, 309, 311, 313, and 315).	The project would be in conformance with this goal.
Goal 3	Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	See response to Goal 2.	The project would be in conformance with this goal.
Goal 4	A citywide transportation system that integrates with the regional transportation system.	See response to Goal 2.	The project would be in conformance with this goal.
Goal 5	A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.	See response to Goals 1 and 2.	The project would be in conformance with this goal.
Objective i.	Implement a circulation system that provide a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.	See response to Goals 1 and 2.	The project would be in conformance with this objective.
Policy 2.4	The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.	See response to Goal 2.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.5	The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.	See response to Goals 1 and 2. Pedestrians and bicyclists would be able to access the project site from existing facilities. The project area is served by an existing network of public transportation.	The project would be in conformance with this policy.
Master Transportation Roadway Plan			
Goal 1	A transportation network that supports safe and efficient travel for all modes of transportation.	See response to Long Range Policy Direction Goals 1 and 2.	The project would be in conformance with this goal.
Objective i.	Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods.	Upon implementation of the project, all study area intersections and roadways would either continue to operate at acceptable levels of service, or project-generated traffic would not increase the delay beyond the threshold.	The project would be in conformance with this objective.
Objective ii.	Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout [Chapter 3 of the Circulation Element].	The project would be reviewed by the City's transportation engineer and the Planning Commission to ensure that all Oceanside -required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The project would be in conformance with this objective.
Policy 3.3	All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.	See response to Objective ii.	The project would be in conformance with this policy.
Policy 3.4	The City may permit construction of private streets	See response to Objective ii. On-site traffic circulation and fire access would be provided. Access to the project site would be provided via	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	within individual development projects, provided that: They are designed geometrically and structurally to meet City standards. Only project occupants are served. All emergency vehicle access requirements are satisfied. The streets do not provide direct through route between public streets. The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.	the intersection of Monica Circle and Macario Drive, and a new secondary emergency access would be provided via the terminus of Malaga Drive. The newly proposed streets would not provide direct through route access between public streets. The future homeowners association would be responsible for coordinating street maintenance and any on-site facility repairs.	
Policy 3.6	The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access: The City shall prohibit driveway access to prime arterials. Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity. Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum	See response to Objective ii. No driveway access to a prime or major arterials would occur.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns. Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.		
Policy 3.9	The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.	See response to Policies 3.4 and 3.6. The project does not propose access or driveways on high collector or busier streets. Additionally, the project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The project would be in conformance with this policy.
Policy 3.10	The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.	See response to Policies 3.4 and 3.6. The project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside-required design parameters and standards are met. Design parameters include widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The project would be in conformance with this policy.
Policy 3.11	The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to ensure that each	See response to Objectives ii. And iii.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	new and existing roadway continues to function as it was intended.		
Policy 3.12	The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.	The project would be reviewed by the City's transportation engineer and the Planning Commission to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists.	The project would be in conformance with this policy.
Policy 3.14	The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.	See response to Policy 3.6.	The project would be in conformance with this policy.
Policy 3.15	The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.	The project is subject to fair share fees to be paid by the project applicant. These fees would be assessed by the City and applicable districts and collected before development permits are issued.	The project would be in conformance with this policy.
Policy 3.20	If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required	The project would not cause congestion on major streets and per the traffic study, the project area would continue to operate at a level of service (LOS) D or better with additional project trips. As related to transportation, the project would not create a safety hazard. This is	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.	further discussed in Section 4.15 of the EIR.	
Policy 3.21	The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed.	The project involves landscaping at the entrance of the project site, around the perimeter of the site, and throughout the site. Landscaping would include the addition of trees and ground-level vegetation.	The project would be in conformance with this policy.
Transportation Demand Management			
Goal 1	Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside.	See response to Long Range Policy Direction Goals 1 and 2. While the project does not directly support programs that encourage increased vehicle occupancy, pedestrians and bicyclists would be able to access the project site from existing facilities. The project also proposes new and improved sidewalks on site as described in Chapter 3 of this EIR. The project area is served by an existing network of public transportation.	The project would be in conformance with this goal.
Objective i.	Move more people in fewer vehicles while providing high quality modes of transportation.	See response to Goal 1.	The project would be in conformance with this objective.
Objective ii.	Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability.	See response to Goal 1.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective iii.	Encourage alternative modes of transportation through TDM practices such as transit, walking, bicycling, and teleworking especially during peak travel periods.	See response to Goal 1.	The project would be in conformance with this objective.
Policy 4.1	The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips and provide better utilization of the circulation system through development and implementation of TDM strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.	See response to Goal 1 and Long-Range Policy Direction Goals 1 and 2.	The project would be in conformance with this policy.
Policy 4.4	The City shall support parking policies that increase the cost of parking and/or reduce the supply of off-street parking to encourage drivers to consider using alternative modes of transportation or carpool/vanpool opportunities where transit facilities are available.	The project would provide a total of 384 parking spaces on site for residents and guests. The project would include private two-car garages attached to each unit and 61 guest parking spaces. Parking would be located off the private loop road within the project site.	The project would be in conformance with this policy.
Policy 4.6	The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks.	The project includes residential development and therefore many of these facilities would be provided on site or within each unit. Bicycle parking would be provided.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Public Transit and Rail Policies and Guidelines			
Goal 1	Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside.	See response to Long Range Policy Direction Goal 2. The project would include on-site improvements to the proposed circulation network that would support the proposed project operations. Pedestrian and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. The project site is located in close proximity to existing alternative public transportation. The availability of public transportation in the project area provides an alternative mode of transportation to the residents of the project and community.	The project would be in conformance with this goal.
Objective ii.	Support the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of transit and transit technologies as they become available.	See response to Goal 1. While the project would not directly develop, improve, expand, or increase transit ridership, it would be located in the vicinity of existing transit lines which would be available to new residents.	The project would be in conformance with this objective.
Objective iii.	Support Mixed-Use developments in transit focus areas and transit-oriented developments.	See response to Goal 1.	The project would be in conformance with this objective.
Policy 5.2	The City shall require developers to construct, where appropriate, transit facilities when their development is on a transit service route including bus stop amenities to include lighted shelters, benches, and route information signs (where appropriate) through coordination with NCTD.	Although the project does not include the construction of transit facilities, it would be located within the vicinity of existing transit networks, as described in Goal 1.	The project would be in conformance with this policy.
Pedestrian Facilities			
Goal 1	Develop and maintain a safe pedestrian network that is free of barriers and hazards; that	Pedestrian access is provided by pathways throughout the project site to create connectivity to the	The project would be in conformance with this goal.

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	has sufficient lighting, signs, signals, street crossings, and buffers from vehicular traffic in order to create a sense of security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement.	proposed buildings. The project would link to the existing sidewalk system within the area to provide pedestrian connections to surrounding properties. The project would not pose any unique barriers or hazards to pedestrians.	
Goal 3	Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places, and other essential pedestrian destinations.	The project site is located within close proximity to existing alternative public transportation. The project is located within close proximity to major freeways, public transit, parks, and commercial centers.	The project would be in conformance with this goal.
Goal 4	Ensure that pedestrian facilities meet local, state, and federal access requirements. Utilize "Universal Access" principles that go beyond the minimum standards, since all pedestrians benefit from this approach.	On-site pedestrian circulation network and sidewalk improvements would be built in compliance with the ADA and would not be designed in such a way to prevent access from disabled, elderly, or visually or hearing-impaired persons.	The project would be in conformance with this goal.
Objective i.	Support projects, improvements, and programs that create a safer pedestrian walking environment.	See responses to Goals 1, 3, and 4.	The project would be in conformance with this objective.
Objective ii.	Encourage development patterns that promote walking and increase connectivity.	See response to Goal 3.	The project would be in conformance with this objective.
Objective iv.	Promote accessibility and mobility for all people including children, disabled, and the elderly.	See response to Goal 4.	The project would be in conformance with this objective.
Policy 7.2	The City shall encourage pedestrian facility improvements such as signs, signals, streets crossings, and proper lighting especially in areas where there is high pedestrian activity and/or safety issues.	See response to Goal 1.	The project would be in conformance with this policy.
Policy 7.7	The City shall require the construction of a minimum five-foot wide sidewalk in all new developments and street	See response to Goals 3 and 4.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA standards in areas with high pedestrian activity.		
Policy 7.8	The City shall encourage the inclusion of public walkways, open space, or trails for pedestrian usage in large, private developments.	See response to Goals 1 and 3.	The project would be in conformance with this policy.
Policy 7.10	The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities).	See response to Goal 4.	The project would be in conformance with this policy.
Environmental Resource Management Element			
Water Objective 2	Investigate sources of local water supplies to reduce dependence on imported water.	The City purchases the majority of its water supply from the San Diego County Water Authority (SDCWA). The project would comply with the General Plan and Zoning Code, and therefore water demand of the project has been considered in the City and regional water supply documents that are based on the buildout of the City. See Section 4.17.	The project would be in conformance with this objective.
Water Objective 3	Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and ground water.	The project would be required to prepare a project-specific SWPPP during construction to reduce sediment transport, in addition to other construction BMPs to further reduce erosion and runoff. A project stormwater quality management plan (SWQMP) was also prepared to address the project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully described in Section 4.9. Project impacts related to water quality would be less than significant.	The project would be in conformance with this objective.
Soil, Erosion and Drainage Objective 1	Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of	As discussed in detail in Sections 4.6 and 4.9, impacts related to soil erosion and siltation would be less than significant.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	the rocks, soil erosion, and the siltation of the lagoons.		
Vegetation and Wildlife Habitats Objective 1	Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	As outlined in Section 4.3, the project would incorporate design features that would ensure conservation and enhancement of existing vegetation and wildlife habitats in adjacent open space land uses. It was determined there are no existing rare, endangered, or threatened species on site.	The project would be in conformance with this objective.
Recreation and Scenic Areas Objective 1	Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.	Although the project would potentially increase the utilization of existing parks and recreational facilities within the City; the EIR determined that the combination of proposed open space and recreation amenities on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible for applicable Development Services Department Impact Fees that would contribute to (but not be limited to) parks, public facilities, and schools.	The project would be in conformance with this objective.
Community Facilities Element			
Long Range Policy Direction Objective	To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.	The project would cause an increase of approximately 469 residents. Potential impacts to public facilities would not be significant as analyzed in Section 4.13 of this EIR. Furthermore, payment of development impact fees, as applicable, in accordance with Municipal Code Sections 32B and 32C, would address the need for additional public services generated by new development.	The project would be in conformance with this objective.
Policy 0.3	The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be	Project impacts to public facilities are discussed in Section 4.13 of this EIR. The project would be required to pay public facilities impact fees based on the impact	The project would be in conformance with this policy.

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	adversely impacts by new development.	fee schedule in effect at the time of issuance of a building permit. Fees collected are to be used to fund public service capital improvements, the need for which is attributable to the proposed development. Payment of the required public facility fees would ensure impacts to future public facilities would be less than significant.	
Policy 0.6	The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to: a) preserve the character of the community; b) protect the open space of the City; f) ensure the balanced development of the City; g) prevent future significant deterioration in the local air quality; h) ensure that traffic demands do not exceed the capacity of the streets; j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system; k) ensure the adequacy of fire and police protection; l) ensure adequate water and sanitary sewage systems; m) ensure adequate stormwater management systems. (The following subcomponents of this policy did not apply to the proposed project: c, d, e, and i).	The project proposes to develop 164 residential units on a vacant lot that is surrounded by a residential, commercial, and open space uses. Relevant subcomponents of Policy 0.6 would be addressed as follows. a. The project would be consistent with the surrounding residential development. b. The project would make available open space amenities to its residents. f. The project would provide market-rate housing stock for the City. g. As discussed in Section 4.2, project air quality impacts would be less than significant with mitigation. h. As discussed in Section 4.15, LOS levels would remain at acceptable levels (LOS D or better). j. The proposed residential development would not place a severe strain on the local freeway system. k. The project's site plan has been reviewed by the Oceanside fire and police protection services to ensure the availability of services. l. As discussed in Section 4.17, adequate water and sewer service would be provided to the project, and minor off-site	The project would be in conformance with this policy.

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		upgrades to existing lines would be required. m. As discussed in Section 4.9, although there would be an overall increase in runoff (due to increased impervious surface) from the project site by due to project development, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development.	
Fire Department Facilities Objective	To protect the health, safety , and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses, and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to, and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue, and medical problems as well as natural disasters such as earthquakes, floods, and storms.	The potential impacts to the project site as a result of natural disasters and hazardous materials are discussed in Sections 4.6, Geology and Soils, 4.8, Hazards and Hazardous Materials, and 4.18, Wildfire. It was determined that the potential for emergencies related to natural disasters, hazardous materials, and wildfire to occur within the project site would be less than significant.	The project would be in conformance with this objective.
Fire Department Facilities Policy 3.10	In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.	The current site plan has been approved by the Oceanside Fire Department as meeting the applicable fire requirements. All final plans will be subject to review by City Fire.	The project would be in conformance with this policy.
Fire Department Facilities Policy 3.11	Development proposals within designated high fire hazard areas shall include plans for mitigation of potential grass and brush fires. These plans shall address the need for life safety automatic fire sprinkler	The project site is not located within or adjacent to a State Responsibility Area (SRA) or Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ). The project site is located within an urbanized and developed area of the City. In	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures.	addition, the project proposes to implement a landscape palette consisting of native species that would naturally serve as a fire retardant. The project would be required to comply with the City Code of Ordinances, Chapter 11 (Fire Protection), which provides regulations for fire prevention measures including fire sprinklers and landscape restrictions.	
Sanitary Sewer Policy 5.4	New development shall be responsible for on-site facility improvements required by that development.	The project would construct all necessary on-site facility improvements required for the development of the project.	The project would be in conformance with this policy.
Sanitary Sewer Policy 5.5	The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan.	See response to Policy 5.4. Some on-site sewer facilities for the project are proposed to be private, with the exception of the public lift station and associated public pipes that convey flows through the project. As discussed in Section 4.17, it has been determined that the proposed sewer system connection would adequately serve the project, and existing City infrastructure would have sufficient capacity to accommodate project demand.	The project would be in conformance with this policy.
Water Supply Policy 5.11	New development shall be responsible for on-site water facilities improvements required by that development.	Development of the project includes construction of adequately sized on-site water facilities.	The project would be in conformance with this policy.
Water Supply Policy 5.12	The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan.	Water service would be provided via the existing water connections to the existing public water system. Water service for the project would be provided by the City via connections to the existing developments adjacent to the project site, which would adequately serve the proposed development, as outlined in Section 4.17.	The project would be in conformance with this policy.
Stormwater Management	All new development in the City of Oceanside shall pay drainage impact fees to defray	Storm drain systems and connections would be designed to collect on-site runoff and convey it	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
System Policy 6.2	that development's proportionate share of drainage facilities serving the basin where the new development is located.	through the project site into existing drainage facilities. Stormwater treatment to meet water quality requirements would include the installation of inlets, storm drain facilities, and biofiltration basins. Additional stormwater management areas include the landscaped areas to treat runoff. No expansion of drainage facilities would occur beyond what is required on site.	
Policy 6.4	To the degree that is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.	The project site has been previously graded and heavily disturbed as a result of previous uses on site. The project's source control measures would include prevention of illicit discharges, storm drain stenciling, and protection of outdoor materials storage areas and trash storage areas. Biofiltration systems are proposed throughout the project site to provide stormwater treatment for the pollutants discharged from the development. The project would be required to provide for ongoing implementation and maintenance of these features in accordance with the SWQMP.	The project would be in conformance with this policy.
Policy 6.7	The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.	Please see response to Policy 6.4. Impacts related to hydrology and water quality would be less than significant, and no mitigation is required.	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Circulation System Policy 12.5	Private land developers will continue to be responsible for constructing adjacent and internal Arterial Streets, Collector Streets, and Local Streets necessary to provide access and internal service to their subdivisions in a manner consistent with City standards. Developers will be required to contribute to and correct off-site impacts for local streets, collectors, and arterials to insure and maintain a smooth, functional, and safe circulation system.	As described in the project description, access to the project site would be provided via a driveway off the intersection of Monica Circle and Macario Drive. A secondary emergency access would be provided via the terminus of Malaga Drive. All existing roadway infrastructure would be sufficient to serve the project site.	The project would be in conformance with this policy.
Community Facilities Financing Policy 14.1	All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.	The project applicant would pay all applicable fees required as part of the development process; such fees include but are not limited to fair-share circulation network improvement fess and public facility fee requirements as applicable and determined by the City.	The project would be in conformance with this policy.
Noise Element			
Policy 1	Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.	As described in Section 4.11 of this EIR, project-related construction and operation noise would not exceed the noise thresholds analyzed in the Noise Study prepared for the project (Appendix J).	The project would be in conformance with this policy.
Policy 2	Noise shall be controlled at the source where possible.	See Policy 1.	The project would be in conformance with this policy.
Policy 3	Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	See Policy 1.	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 4	Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	See Policy 1.	The project would be in conformance with this policy.
Policy 5	Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.	See Policy 1.	The project would be in conformance with this policy.
Recommendation 2	In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels.	See Policy 1.	The project would be in conformance with this recommendation.
Recommendation 4	Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This recommendation is based upon complaints from residents subjected to severe noise and disruptions caused by heavy trucks using residential streets not designated for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.)	Construction equipment, including trucks, would be required during construction of the project. However, such equipment would remain on site and would not result in traffic in the surrounding neighborhoods. During project operation, no large trucks would be associated with the residential land use.	The project would be in conformance with this recommendation.
Recommendation 5	Land uses in the City of Oceanside should be planned in order to ensure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher).	See Policy 1.	The project would be in conformance with this recommendation.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Hazardous Waste Management Element			
Pollution Prevention, Hazardous Waste Reduction Goal	The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City HWME.	As discussed in Section 4.2, the project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard. In addition, as outlined in Section 4.9, standard best management practices included in the SWPPP required of the project by the Construction General Permit and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the project. Once project construction is complete, the transport, use, or disposal of hazardous materials during the operational phase of the project would be limited to residential and commercial cleaning products, landscaping chemicals and fertilizers, and other substances associated with residential uses that are required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. Overall, hazardous materials release would be minimized, and impacts would be less than significant.	The project would be in conformance with this goal.
Method A, Method B, Method C, Method D, Method E, Method F, Method G, Method J.	A. A) The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment; B) The reduction of elimination of the generation or production of hazards materials (including wastes); C) The use of safer	The project would be required to comply with the current federal, state, and local policies regarding the use, transport, storage, handling, and disposal of hazardous materials. As outlined in Sections 4.8 and 4.17, project impacts related to hazards, hazardous materials, and solid waste would be less than significant.	The project would be in conformance with these methods.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	substitutes for hazardous materials; D) The recycling of hazardous materials whenever possible; E) The prevention and elimination of releases of hazardous materials into all media (air, water and land); F) The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes; G) The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes; J) The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous.		
Method K	Notwithstanding the requirements on large generators of hazardous waste pursuant to SB 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management Act of 1989" Health and Safety Code section 25244.12 et seq., all users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular	Please refer to response to Methods A through J above.	The project would be in conformance with this method.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source reduction measures may be conducted by the City or other designated agency.		
Strategies for Meeting Prevention and Minimization Goals	The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division ("HMMD") in the implementation of its policies and procedures, including those now being developed to implement the provisions of the Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for generators of hazardous wastes: a) A hazardous Waste Reduction Plan and a Plan Summary; b) a Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.	Please refer to response to Methods A through J above. The project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste. The project, during both the construction and operational phases, would not be considered a generator of substantial hazardous waste.	The project would be in conformance with these goals.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Energy and Climate Action Element			
Goal ECAE-1a	The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels	The project would include sustainability design features to reduce potential energy and water usage, promote biking and walking, and reduce potential greenhouse gas emissions. The proposed sustainability features include: ▪ PV solar electricity system ▪ Energy star or equivalent energy efficient appliances ▪ Compliance with Title 24 energy efficiency standards. ▪ Low-flow water fixtures and appliances ▪ Drought-tolerant landscaping and water-efficient irrigation system ▪ Electrical vehicle charging stalls	The project would be in conformance with this goal.
Policy ECAE-1a-1	Incentivize the installation of solar photovoltaic systems in existing development, through community outreach and education, permit streamlining, and support of creative financing programs	The project would include PV solar electricity systems for each of the proposed buildings.	The project would be in conformance with this policy.
Policy ECAE-1a-2	Require that new development supply a portion of its energy demand through renewable sources, to the extent practical and financially feasible.	See response to Policy ECAE-1a-1.	The project would be in conformance with this policy.
Policy ECAE-1b-3	In dedicating resources to energy efficiency and conservation in the residential sector, prioritize lower-income households that may lack the financial means to invest in retrofitting and/or other means of reducing energy use.	See response to Policy ECAE-1a-1. The project is a residential project that includes more than 25 dwelling units and is therefore required to comply with the on-site renewable energy supply provisions of the checklist. The project includes a roof-top solar PV system, which will accommodate at least 50% of energy demand during operation.	The project would be in conformance with this policy.
Policy ECAE-1b-4	Assist lower-income households in accessing financial incentives for energy efficiency and renewable power upgrades.	See response to Policy ECAE-1b-3.	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal ECAE-1c	The City Will Encourage Energy Efficiency and Conservation in New Development	See response to Goal ECAE-1a. The project would comply with Title 24 energy efficiency standards and use energy efficient appliances and lighting.	The project would be in conformance with this goal.
Policy ECAE-1c-2	Encourage passive solar building design in new development.	See response to Policy ECAE-1a-1.	The project would be in conformance with this policy.
Policy ECAE-1c-7	As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters.	See response to Goal ECAE-1a. The project would comply with Title 24 energy efficiency standards and use energy efficient appliances.	The project would be in conformance with this policy.
Policy ECAE-2a-1	In areas served by transit, promote land use intensities that increase transit ridership and, in turn, the quality and frequency of transit service.	The project area is provided transit service via NCTD, which operates several bus stops within 0.5 miles of the project site.	The project would be in conformance with this policy.
Goal ECAE-4a	The City Will Be Among The Most Water Efficient Local Jurisdictions In the San Diego Region	As discussed in the response to Goal ECAE-1a, the project and proposed residential development would utilize low-flow water fixtures and appliances. The project would also plant drought-tolerant landscaping and water-efficient irrigation system.	The project would be in conformance with this goal.
Goal ECAE-5a	By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage Citywide.	The project will provide a minimum of 12% tree canopy coverage and 22% permeable surface, which meets the requirements outlined in Section 3049 of the City's Zoning Ordinance.	The project would be in conformance with this goal.
Policy ECAE-5a-6	Prioritize street tree planting in lower-income neighborhoods.	The project does not require new street tree plantings; however, trees will be provided on site.	This policy is not applicable.

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4.11 Noise

This section describes the existing noise setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the Pacifica Project (proposed project or project). Dudek completed on-site short-term sound measurements to describe the ambient noise environment and used noise predictive models to quantify noise levels from project construction, on-site mechanical equipment operation, and project off-site traffic noise contributions. Sound level measurement results and predictive noise modeling data are included in Appendix J of this environmental impact report (EIR).

4.11.1 Existing Conditions

Methodology

Noise Characteristics and Descriptors

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. The sound-pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure is a decibel (dB). Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1 dB when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of 2 dB in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dB. A change of 5 dB is readily perceptible, and a change of 10 dB is perceived as twice or half as loud. A doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the number of daily trips along a given road) would result in a barely perceptible change in sound level.

Sound may be described in terms of level or amplitude (measured in dB), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear.

Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise. These descriptors include the equivalent noise level over a given period (L_{eq}), the day–night average noise level (L_{dn}), and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA.

L_{eq} is a decibel quantity that represents the constant or energy-averaged value equivalent to the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement of 60 dBA would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors, which can then be compared to an established L_{eq} standard or threshold of the same duration. Another descriptor is maximum sound level (L_{max}), which is the greatest sound level measured during a designated time interval or event. The minimum sound level (L_{min}) is often called the *floor* of a measurement period.

Unlike the L_{eq}, L_{max}, and L_{min} metrics, L_{dn} and CNEL descriptors always represent 24-hour periods and differ from a 24-hour L_{eq} value because they apply a time-weighted factor designed to emphasize noise events that occur during the non-daytime hours (when speech and sleep disturbance is of more concern). Time weighted refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m. to 7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m. to 10:00 p.m.) is penalized by adding 5 dB, and nighttime (10:00 p.m. to 7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is longer (defined instead as 7:00 a.m. to 10:00 p.m.), thus eliminating the dB adjustment for the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 to 1 dB and are often considered or actually defined as being essentially equivalent by many jurisdictions.

Vibration Fundamentals

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes, such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes. The maximum vibration level standard used by the California Department of Transportation (Caltrans) (Caltrans 2020) for the prevention of structural damage to typical residential buildings is 0.3 ips PPV.

Effect of Noise

Excessively noisy conditions can affect an individual's quality of life, health, and well-being. The effects of noise can be organized into six broad categories: sleep disturbance, permanent hearing loss, human performance and behavior, social interaction or communication, extra-auditory health effects, and general annoyance. An individual's reaction to noise and its level of disturbance depends on many factors such as the source of the noise, its loudness relative to the background noise level, time of day, whether the noise is temporary or permanent, and subjective sensitivity.

Ambient Noise Survey

Sound-pressure level (SPL) measurements were conducted within the project site on September 12, 2022, to quantify and characterize the existing outdoor noise levels. Table 4.11-1 provides the location, date, and time at which these baseline noise level measurements were taken. The SPL measurements were performed by an attending Dudek field investigator using a Rion NL-52 sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 1 (Precision Grade) sound level meter. The accuracy of the sound level meter was

verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately five feet above the ground.

Two short-term noise level measurement locations (ST1 and ST2) represent the vicinities of existing sensitive receivers on and near the project site. These locations are depicted as receivers ST1 and ST2 on Figure 4.11-1, Noise Measurement and Modeled Receptor Locations. The L_{eq} and L_{max} noise levels are provided in Table 4.11-1. The primary noise sources at the sites consisted of traffic along adjacent roadways, distant aircraft, and birdsong. As shown in Table 4.11-1, the measured sound levels ranged from approximately 45.2 dBA L_{eq} at ST1 to 41.4 dBA L_{eq} at ST2. These samples of daytime L_{eq} measured at the two representative receptor positions in Table 4.11-1 can be interpreted as approximations of CNEL, since evening SPL would likely be 5 dBA less, and nighttime SPL would be 10 dBA less than the daytime values according to Federal Transit Administration (FTA) outdoor ambient sound level estimation techniques when a receptor is proximate to a major roadway or railroad (FTA 2018).

Table 4.11-1. City of Oceanside Exterior Noise Standards

Receptor	Location/Address	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	Northeastern entrance to existing project site	11:30 a.m. to 11:45 a.m.	45.2	54
ST2	Western cul-de-sac of Malaga Drive	11:55 a.m. to 12:10 p.m.	41.4	51.7

Source: Appendix J.
Notes: Leq = equivalent continuous sound level (time-averaged sound level); Lmax = maximum sound level during the measurement interval; dBA = A-weighted decibels; ST = short-term noise measurement locations.

4.11.2 Regulatory Setting

Federal

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, FTA recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project (FTA 2006). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations sets standards that new development in California must meet. According to Title 24, interior noise levels are not to exceed 45 dBA CNEL for new multifamily residences, hotels, and other attached residences.

Title 24 also requires that an interior acoustical study demonstrating that interior noise levels due to exterior sources will be less than or equal to 45 dBA CNEL be performed for affected multifamily structures and hotels that are exposed to exterior noise levels in excess of 60 dBA CNEL.

California Department of Health Services Guidelines

The California Department of Health Services has developed guidelines of community noise acceptability for use by local agencies (OPR 2017). Selected relevant levels are listed here:

- Below 60 dBA CNEL: normally acceptable for low-density residential use
- 50 to 70 dBA: conditionally acceptable for low-density residential use
- Below 65 dBA CNEL: normally acceptable for high-density residential use and transient lodging
- 60 to 70 dBA CNEL: conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.2 ips PPV for assessing annoying vibration impacts to occupants of residential structures (Caltrans 2020). Although this Caltrans guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess building damage risk due to construction vibration vary with the type of structure and its fragility but tend to range between 0.2 ips PPV and 0.3 ips PPV for typical residential structures, relative to older or historic structures and contemporary construction, respectively.

Local

City of Oceanside General Plan Noise Element

The Noise Element of the City of Oceanside (City) General Plan establishes target maximum noise levels in the City. The Noise Element provides the following limitations on construction noise (City of Oceanside 2002):

1. It should be unlawful for any person within any residential zone of 500 feet there from to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8:00 p.m. and 7:00 a.m. generating an ambient noise levels of 50 dBA at any property line unless an emergency exists.
2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dBA at 100 feet from the source.
3. It should be unlawful for any person to engage in construction activities between 6:00 p.m. and 7:00 a.m. when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

In addition, the Noise Element addresses nuisance noise and states that it should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitivity.

The Oceanside Noise Element outlines general goals, objectives, and noise policies as follows:

Goal: To minimize the effects of excessive noise in the City of Oceanside.

Objective: To protect the residents and visitors to Oceanside from noise pollution. To improve the quality of Oceanside's environment.

Policies:

- Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.
- Noise shall be controlled at the source where possible.
- Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
- Noise levels shall be considered in any change to the Land Use and Circulation Elements of the City's General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

In a manner similar to the state's land use planning guidelines, the City's Noise Element establishes an implementation recommendation (no. 5) that puts attention to the careful planning of future residents in areas "subjected to noise levels of 65 dBA or higher."

For interior noise, the Noise Element refers to the aforementioned California Code of Regulations Title 24 noise insulation standard: 45 dBA CNEL as the maximum acceptable level for inhabited rooms when exterior noise levels are 60 dBA CNEL or more. This implies that if windows and doors are required to be closed to meet this standard, then mechanical ventilation (i.e., air conditioning) shall be included in the project design.

City of Oceanside Noise Control Ordinance

Chapter 38, Noise Control, of the Oceanside Municipal Code governs operational noise and contains the maximum 1-hour average sound levels for various land uses for operational noise (Table 4.11-2). The project site and immediately adjacent parcel to the west are zoned commercial. The Noise Control Ordinance (Noise Ordinance) sets an allowed level for commercial zones to be 65 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. (daytime), and 60 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. (nighttime). The parcel to the north of the project site (across West Bobier Drive) is zoned for high density residential. The Noise Ordinance sets an allowed level for high density residential zones to be 55 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. (daytime), and 50 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. (nighttime). The allowed noise level at the boundary of these two zone districts (which follows the centerline of West Bobier Drive), would be the arithmetic mean of the noise limits for both zones sharing the joint boundary, or 60 dBA L_{eq} (daytime) and 55 dBA L_{eq} (nighttime).

Table 4.11-2. City of Oceanside Exterior Noise Standards

Zone	Applicable Limit (decibels)[1]	Time Period
Residential Estate, Single-Family Residential, Medium Density Residential, Agricultural, Open Space	50 45	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
High Density, Residential Tourist	55 50	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Commercial	65 60	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.

Table 4.11-2. City of Oceanside Exterior Noise Standards

Zone	Applicable Limit (decibels)[1]	Time Period
Industrial	70 65	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Downtown	65 55	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.

Source: Appendix J.
Note:
[1] 1-hour average sound level.

Construction activities are subject to Section 38.17 of the Noise Ordinance, which specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m.

Section 38.16 prohibits nuisance noise as recommended in the City's General Plan Noise Element. It is unlawful for any person to make, continue, or cause to be made or continued within the limits of the City any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity. However, Section 35.15 provides construction, maintenance, or other public improvement activities by government agencies or public utilities may be exempt from the noise level limits upon the city manager (or manager's designee) determination that the authorization furthers the public interest.

City of Oceanside Engineering Manual

Construction noise in Oceanside is governed by the City Engineering Manual. Construction is normally limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday. However, Saturday construction is allowed by permit. More specifically, the City Engineering Manual (Engineers Design and Processing Manual Appendix Construction Guidelines and Requirements) states the following on pages 139 and 159 (City of Oceanside 1991):

- All operations conducted on the premises, including the warming up, repair, arrival, departure, or running of trucks, earthmoving equipment, construction equipment, and any other associated equipment shall be limited to the period between 7:00 a.m. and 6:00 p.m. each day, Monday through Friday, and no earthmoving or grading operations shall be conducted on the premises on Saturdays, Sundays or legal holidays, unless waived by the City Engineer.
- Hours of Operation: 7:00 a.m. to 6:00 p.m. Monday through Friday; including equipment warm-up.
- Saturday Operation: Requires filing a permit by 2:30 p.m. on the preceding Thursday.

4.11.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to noise are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to CEQA Guidelines Appendix G, a significant impact related to noise would occur if the proposed project would:

1. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

2. Result in generation of excessive groundborne vibration or groundborne noise levels?
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

In light of these above significance criteria, this analysis uses the following standards to evaluate potential noise and vibration impacts.

- Construction noise – Although Chapter 38 of the Oceanside Municipal Code does not quantify a threshold for allowable construction noise, the City's General Plan allows noise from construction equipment operation to be as high as 85 dBA at 100 feet from the source. Applying the principles of sound propagation for a point-type source, this level means 91 dBA at 50 feet, which is greater than the maximum sound levels of most operating construction equipment and would thus imply all but the loudest construction activities (e.g., pile driving) could be compliant with this standard. However, the apparent proximity of existing residential receptors to the north of the proposed project site suggests that source-to-receiver distances could be as short as 70 feet (between the edge construction and adjacent residential yard area). Additionally, most construction equipment and vehicles on a project site do not operate continuously. Therefore, consistent with the FTA guidance mentioned in Section 4.11.2, Regulatory Setting, this analysis will use 80 dBA L_{eq} over an 8-hour period as the construction noise impact criterion during daytime hours (7:00 a.m. to 6:00 p.m.). If construction work were to occur outside these hours, the impact threshold would align with the City's General Plan requirement during such hours: no more than a 5 dBA increase over existing ambient noise levels.
- Off-site project-attributed transportation noise – For purposes for this analysis, a direct roadway noise impact would be considered significant if increases in roadway traffic noise levels attributed to the proposed project were greater than 3 dBA CNEL at an existing noise-sensitive land use.
- Off-site project-attributed stationary noise – For purposes for this analysis, a noise impact would be considered significant if noise from typical operation of heating, ventilation, and air conditioning and other electro-mechanical systems associated with the proposed project exceeded 50 dBA hourly L_{eq} at the property line from 7:00 a.m. to 9:59 p.m., and 45 dBA hourly L_{eq} from 10:00 p.m. to 6:59 a.m. Note that these are the City's thresholds for the residential zones that characterize the proposed project site and its adjoining lands north and south.
- Construction vibration – Guidance from Caltrans indicates that a vibration velocity level of 0.2 ips PPV received at a structure would be considered annoying by occupants within. As for the receiving structure itself, the Caltrans guidance discussed in Section 4.11.2 recommends that a vibration level of 0.3 ips PPV would represent the threshold for building damage risk to an older residential structure.

For purposes of disclosure, as current CEQA noise criteria listed above do not consider it, this analysis also evaluates compatibility of on-site noise exposure levels (e.g., from roadway traffic) with the City of Oceanside exterior and interior noise standards of 65 dBA CNEL and 45 dBA CNEL, respectively.

4.11.4 Impacts Analysis

Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction Noise

Construction noise and vibration are temporary phenomena, with emission levels varying from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor. Equipment that would be in use during construction would include, in part, graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, pavers, rollers, and air compressors. The typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment and activities anticipated for use on the proposed project site are presented in Table 4.11-3. Note that the equipment noise levels presented in Table 4.11-3 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 4.11-3. Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
All Other Equipment > 5 HP	85
Backhoe	78
Compressor (air)	78
Concrete Saw	90
Crane	81
Dozer	82
Excavator	81
Flat-Bed Truck	74
Front-End Loader	79
Generator	72
Grader	85
Man Lift	75
Paver	77
Roller	80
Scraper	84
Welder / Torch	73

Source: Appendix J.
Note: Lmax = maximum sound level; dBA = A-weighted decibels.

Aggregate noise emission from proposed project construction activities, broken down by sequential phase, was predicted at two evaluation distances to the nearest existing noise-sensitive receptor: (1) from the nearest position of the construction site boundary and (2) from the geographic center of the construction site, which serves as the time-averaged location or geographic *acoustical centroid* of active construction equipment for the phase under study. The intent of the former distance is to help evaluate anticipated construction noise from a limited quantity of equipment or vehicle activity expected to be at the boundary for some period of time, which would be most

appropriate for phases such as site preparation, grading, and paving. The latter distance is used in a manner similar to the general assessment technique as described in the FTA guidance for construction noise assessment, when the location of individual equipment for a given construction phase is uncertain over some extent of (or the entirety of) the construction site area. In this studied scenario, because of the equipment location uncertainty, all the equipment for a construction phase is assumed to operate—on average—from the acoustical centroid position. Table 4.11-4 summarizes these two distances to the apparent closest noise-sensitive receptor for each of the nine sequential construction phases. At the site boundary, this analysis assumes that up to only one piece of equipment (conservatively, the loudest) of each listed type per phase will be involved in the construction activity for up to the full 8-hour period at this closest distance to the receptor. In other words, at such proximity, the operating equipment cannot "stack" or crowd the vicinity and still operate. For the acoustical centroid case, which intends to be a geographic average position for all equipment during the indicated phase, this analysis assumes that the equipment may be operating up to all 8 hours per day.

This Federal Highway Administration Roadway Construction Noise Model (RCNM) emulator includes consideration of equipment source elevation and receptor elevations with respect to local grade, and thus captures potential sound path occlusion due to topography and manmade barriers.

Table 4.11-4. Estimated Distances between Construction Activities and the Nearest Noise-Sensitive Receptors

Construction Phase (and Equipment Types Involved)	Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (Feet)	Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (Feet)
Phase 1		
Demolition (concrete saw/industrial saw, dozer, excavator)	74	240
Site preparation (dozer, tractor, front-end loader, backhoe)	74	240
Grading (excavator, grader, scraper, track dozer, tractor, front-end loader, backhoe)	74	240
Utilities Installation (excavator, backhoe)	240	240
Paving (paver, roller)	70	240
Phase 2		
Building construction (forklift, generator, tractor, front-end loader, backhoe)	70	240
Architectural coating (air compressor)	70	240
Phase 3		
Building construction (forklift, generator, tractor, front-end loader, backhoe)	70	240
Architectural coating (air compressor)	70	0

Source: Appendix J.

A Microsoft Excel–based noise prediction model emulating and using reference data from the Federal Highway Administration RCNM (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. (Although the RCNM was funded and promulgated by the Federal Highway Administration, it is

often used for non-roadway projects because the same types of construction equipment used for roadway projects are often used for other types of construction.) Input variables for the predictive modeling consist of the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time within a specific time period, such as an hour, when the equipment is expected to operate at full power or capacity and thus make noise at a level comparable to what is presented in Table 4.11-3), and the distance from the noise-sensitive receiver. The predictive model also considers how many hours that equipment may be on site and operating (or idling) within an established work shift. Conservatively, no topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis, which is detailed in Appendix J, Construction Noise Modeling Input and Output, and the predicted results are presented in Table 4.11-5.

Table 4.11-5. Predicted Construction Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Phase 1		
Demolition (concrete saw/industrial saw, dozer, excavator)	80	69
Site preparation (dozer, tractor, front-end loader, backhoe)	75	67
Grading (excavator, grader, scraper, track dozer, tractor, front-end loader, backhoe)	80	70
Utilities Installation (excavator, backhoe)	64	64
Paving (paver, roller)	76	62
Phase 2		
Building construction (forklift, generator, tractor, front-end loader, backhoe)	75	59
Architectural coating (air compressor)	75	60
Phase 3		
Building construction (forklift, generator, tractor, front-end loader, backhoe)	75	59
Architectural coating (air compressor)	75	60

Source: Appendix J.
Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.

As presented in Table 4.11-5, the estimated construction noise levels are predicted to be nearly as high as 80 dBA L_{eq} over an 8-hour period at the nearest occupied property (as close as 70 feet away) when grading activities take place near the northern project boundaries. Note that these estimated noise levels at a source-to-receiver distance of 70 feet are conservatively high, in that they presume the noted pieces of heavy equipment would each operate, on average at this distance, for a cumulative period of 8 hours a day. The reality of construction progress on site would likely be different. By way of example, a grader might make multiple passes on site that are this close to a receiving occupied property, but for the remaining time during the day, the grader may be sufficiently farther away and either performing work at a more distant location or simply not operating. Short-term construction noise

remains in compliance with the FTA guidance of 80 dBA L_{eq} over an 8-hour period, and therefore impacts would be **less than significant**.

Long-Term Operational Noise

Off-Site Traffic Noise Exposure

The proposed project would result in the creation of additional vehicle trips on local arterial roadways (i.e., Monica Circle, Macario Drive, and Roja Drive), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. The Local Transportation Study prepared for the proposed project (Appendix L) includes a spreadsheet with traffic volume data (average daily traffic) for Monica Circle. In particular, the proposed project would create additional traffic along Melrose Drive, which, according to the Local Transportation Study, would add 1,312 total average daily trips to adjacent to the project site.

Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model version 2.5 (FHWA 2004). Information used in the model included the roadway geometry, existing (year 2022), and existing plus project traffic volumes and posted traffic speeds. Noise levels were modeled at representative noise-sensitive receivers ST1 and ST2, as shown in Figure 4.11-1. The receivers were modeled to be 5 feet above the local ground elevation. The noise model results are summarized in Table 4.11-6. Based on results of the model, implementation of the proposed project would not result in readily perceptible increases in traffic noise.

Table 4.11-6. Roadway Traffic Noise Modeling Results

Modeled Receiver No.	Existing (2022) Noise Level (dBA CNEL)	Existing with Project Noise Level (dBA CNEL)	Near-term (2025) Noise Level (dBA CNEL)	Near-term (2025) with Project Noise Level (dBA CNEL)	Horizon (2050) Noise Level (dBA CNEL)	Horizon with Project Noise Level (dBA CNEL)	Maximum Project-Related Noise Level Increase (dB)
ST1	53	54	53	54	54	55	1
ST2	46	47	46	47	46	47	1

Source: Appendix J.
Notes: dBA = A-weighted decibel; CNEL = community noise equivalent level; dB = decibel.

Table 4.11-6 shows that at both listed representative receivers, the addition of proposed project traffic to the roadway network would result in an increase in the CNEL of less than 3 dB, which is below the discernible level of change for the average healthy human ear. Thus, a **less-than-significant** impact is expected for proposed project-related off-site traffic noise increases affecting existing residences in the vicinity.

On-site Traffic Interior Noise Exposure

Aside from exposure to aviation traffic noise, current CEQA noise-related guidelines at the state level do not require an assessment of exterior-to-interior noise intrusion, environmental noise exposure to occupants of newly created project residences, or environmental noise exposure to exterior non-residential uses attributed to the development of the proposed project. Nevertheless, the City's General Plan and the California Building Code requires that interior

background noise levels not exceed a CNEL of 45 dB within habitable rooms. Hence, the following predictive analysis of traffic noise exposure at the exteriors of occupied residences and outdoor living areas is provided below.

In addition to the prediction results presented in Table 4.11-6, the Federal Highway Administration Traffic Noise Model software was also used to predict the existing-with-project scenario traffic noise levels at multiple on-site exterior areas, as listed in Table 4.11-7. These on-site modeled receptor locations include representative positions for the exteriors of multiple floors and positions of five of the proposed project building façades. Predicted exterior sound levels that are higher than 60 dBA CNEL indicate locations where an exterior-to-interior noise analysis should be performed for the proximate occupied residential unit. According to Table 4.11-7, there are no modeled receptors that exceed 60 dBA CNEL; therefore, additional exterior-to interior noise analysis is not needed. Individual Modeling locations appear in Figure 4.11-1.

Table 4.11-7. Future Ambient Noise Levels at Residential Facades

Modeled Receptor	Noise Level (A-weighted CNEL)		
	1st Floor	2nd Floor	3rd Floor
M1	52.7	54.2	54.1
M2	50.7	51.7	51.5
M3	48.6	49.5	49.8
M4	50	51.5	51.8
M5	48.3	51.2	51.7
OS-1	42.4		
Dog Park	38.8		

Typically, with the windows open, building shells provide approximately 15 dB (i.e., an average of 12 to 18 dB) of exterior-to-interior noise reduction; while with windows closed residential construction generally provides a minimum of 25 dB attenuation. Therefore, rooms exposed to an exterior CNEL not greater than 60 dB would result in an interior background CNEL of 45 dB or less, even with open fenestration. In other words, the arithmetic difference of an exterior noise level less than 60 dBA CNEL and an exposed building façade that provides 15 dB of sound insulation results in an interior background sound level less than 45 dBA CNEL. Table 4.11-7 shows that none of the residential rooms modeled will be exposed to a CNEL of above 60 dB, and thus, interior background noise levels will not exceed a CNEL of 45 dB within habitable rooms. Therefore, impacts related to interior traffic noise exposure would be **less than significant**.

On-site Open Spaces

As analyzed herein and with prediction results presented in Table 7.11-7, shared outdoor project spaces such as "OS-1" and "Dog Park" are expected to experience noise levels that are compliant with the City's General Plan Noise Element guidance of 65 dBA CNEL for "parks" and "playgrounds." Impacts to on-site open spaces would be **less than significant**.

Stationary Noise Sources

The incorporation of new multifamily homes and a mix of open space uses attributed to development of the proposed project will add a variety of noise-producing electro-mechanical equipment that include those presented and discussed in the following paragraphs. Most of these noise-producing equipment or sound sources would be

considered stationary or limited in mobility to a defined area. Using a Microsoft Excel–based outdoor sound propagation prediction model, project-attributed operational noise at nearby community receptors was predicted using two assumptions:

- Treatment of exposed at-grade air-cooled condensing units as point-type sound emission sources
- Point-source sound propagation (i.e., 6 dB per doubling of distance) that conservatively ignores acoustical absorption from atmospheric and ground surface effects

Please see Appendix J for quantitative details of the inputs and outputs that form the basis of the following assessment presentations.

Night-Time Residential Unit Heating, Ventilation, and Air Conditioning Noise

For purposes of this analysis, each of the new occupied residential units would be expected to feature a split-system type air-conditioning unit, with an air-cooled refrigeration (3-ton capacity) condenser unit. Each condenser unit has an SPL of 68 dBA at 3 feet based on available data from a likely manufacturer, and the units would generally be installed at grade near the apparent "front porch" areas. Therefore, the closest existing noise-sensitive residential receptor to the north of the proposed project's northern unit would be as close as 105 horizontal feet to the nearest of these condenser units. The predicted sound emission level from the combination of all operating condenser units as received by this off-site single-family home would be 45 dBA L_{eq} and thus would be compliant with the City's nighttime threshold of 45 dBA hourly L_{eq}. Under such conditions, the operation of residential air-conditioning units would result in a **less-than-significant** noise impact.

Pickleball Noise and Daytime HVAC

In addition to noise from on-site HVAC units discussed in the preceding paragraph, during the daytime hours there is a potential for on-site pickleball activities near the southern boundary of the project. For purposes of this analysis, each pickleball court will have players making intermittent paddle-to-pickleball contact for which a measured one-second reference noise level of 77.4 dBA L_{eq} at 1 meter would apply (Appendix J). The closest existing noise-sensitive residential receptor to the south of the proposed project's pickleball courts would be as close as 200 horizontal feet away. The predicted sound emission level from the combination of all operating condenser units and pickleball activity as received by this off-site single-family home would be 45 dBA L_{eq} and thus would be compliant with the City's daytime threshold of 50 dBA hourly L_{eq}. Under such conditions, the concurrence of pickleball noise and operation of daytime residential air-conditioning units would result in a **less-than-significant** noise impact.

Emergency Generator

The proposed project also features a backup generator that will be installed on ground level north of the pickleball courts. Noise emission from regular testing at an expected frequency of up to one half-hour test per month during daytime hours would need to comply with the City's established noise limit at the property line: 50 dBA hourly L_{eq}.

For purposes of this analysis, the generator is using a reference noise level of 69 dBA L_{eq} at 50 feet. The closest existing noise-sensitive residential receptor to the south of the proposed project's emergency generator would be as close as 260 horizontal feet away. The predicted sound emission level from the combination of all operating condenser units, pickleball noise, and emergency generator operation as received by this off-site single-family home would be 50 dBA L_{eq} and thus would be compliant with the City's daytime threshold of 50 dBA hourly L_{eq}. Under such conditions, the operation of all stationary equipment and activities would result in a **less-than-significant** noise impact.

Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction

Construction activities may expose persons to excessive groundborne vibration, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities. Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.2 ips is considered "annoying." For context, heavier pieces of construction equipment, such as a bulldozer, that may be expected on the project site, have PPVs of approximately 0.089 ips or less at a reference distance of 25 feet.

Groundborne vibration attenuates rapidly—even over short distances. When groundborne vibration encounters a building foundation, a coupling loss occurs depending on its mass and design. For typical wood-framed houses, like those near the proposed project, this coupling loss is expected to be 5 vibration velocity decibels (VdB) according to FTA guidance.

The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. By way of example, for a bulldozer operating on site and as close as the northern project boundary (that is 70 feet from the nearest receiving sensitive land use) the estimated groundborne vibration velocity level would be 0.028 ips as received by the residential structure and would be compliant with the 0.3 ips PPV threshold per Caltrans guidance with respect to building damage risk. Therefore, vibration-induced annoyance to occupants of nearby existing homes would be considered **less than significant**.

Operation

Once operational, the proposed project would not be expected to feature major producers of groundborne vibration. Anticipated mechanical systems like heating, ventilation, and air-conditioning units are designed and manufactured to feature rotating (fans, motors) and reciprocating (compressors) components that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, vibration due to proposed project operation would be **less than significant**.

For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

There are no private airstrips within the vicinity of the project site. The closest airport to the project site is the Oceanside Municipal Airport, located approximately 5.0 miles southwest of the project site. According to the Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2010), the project site is not located within an aviation noise exposure range of 60 dB CNEL and would therefore not expose people residing or working in the project area to excessive noise levels, since this 60 dB CNEL exterior noise standard is compatible with previously mentioned state noise insulation standards. Therefore, impacts from aviation overflight noise exposure would be **less than significant**.

4.11.5 Cumulative Analysis

Noise levels tend to diminish quickly with distance from a source. Therefore, the geographic scope of the analysis of cumulative impacts related to noise is limited to locations immediately surrounding and in close proximity to

the project site. None of the cumulative projects are located adjacent to the project site, but the closest cumulative project is North River Farms, located approximately 0.8 miles east of the project site. This project would construct 689 dwelling units, a mix comprising of both multifamily and single-family detached, 25,000 square feet of commercial land use, 5,000 square feet of restaurant land use, a 30-acre farm, and a 100-room hotel.

The North River Farms EIR concluded that construction and operational noise impacts would be potentially significant and reduced to below a level of significance with mitigation measures MM-NOI-1 through MM-NOI-5. As stated above, the proposed project would have a less-than-significant impact on construction and operational noise, and no mitigation is required. Therefore, while construction activities may occur simultaneously, given the distance between the two projects, and lack of project-related impacts, it is unlikely that the noise increase would exceed 3 dB (the minimum change in sound level of individual events that an average human ear can detect).

Further, as stated above, the addition of proposed project traffic to the roadway network would result in an increase in the CNEL of 1 dB along area roadways, which is below the discernible level of change for the average healthy human ear. The North River Farms EIR determined that traffic-related impacts would result in a 2 dB or less increase along area roadways. Therefore, the increase in noise associated with cumulative traffic would not be cumulatively considerable. All cumulative projects would be required to analyze potential noise impacts associated with construction and operation and would have to comply with the City's Noise Control Ordinance and limit construction activities to the allowable hours. Overall, cumulative noise impacts would be **less than significant**.

4.11.6 Mitigation Measures

No impacts related to noise were identified; thus, no mitigation measures would be required.

4.11.7 Level of Significance After Mitigation

No substantial impacts related to noise were identified; therefore, no mitigation measures are required. Impacts related to noise would be **less than significant**.

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SOURCE: SANGIS 2019; Open Streets Map 2019

DUDEK

0 100 200 Feet

FIGURE 4.11-1

Noise Measurement Locations

Pacifica Project EIR

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4.12 Population and Housing

This section describes the existing population and housing in the City of Oceanside (City), identifies associated regulatory requirements, evaluates potential population and housing impacts, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project) on population and housing in the City.

4.12.1 Existing Conditions

The discussion herein provides background information regarding population and housing forecasts for the City based upon demographic information from the San Diego Association of Governments (SANDAG) and the City's Housing Element (2021–2029).

City of Oceanside

Population

The City is located in the northwestern most part of San Diego County (County), which includes a total of 18 cities and unincorporated land and has a total population of 3,298,634 (USCB 2021). The City occupies approximately 42 square miles and had a population of 174,068 as of 2020 (USCB 2021). The City comprises approximately 5% of the population of San Diego County. Table 4.12-1 summarizes population growth within the City since 2000. As shown in Table 4.12-1, the City has maintained a relatively low level of population growth.

Table 4.12-1. Past Population Growth within Oceanside

Year	Population	Change	Percent Change
2000	160,905	N/A	N/A
2010	167,086	6,181	3.8
2015	175,691	8,605	5.2
2020	174,068	-1,623	-0.9

Sources: USCB 2000, 2010, 2020.
Note: N/A = not applicable.

SANDAG projects that population growth will increase between 2016 and 2025 but will then slowly decrease back to the relatively low population growth that has been typical within the City the last 20 years. SANDAG also forecasts the growth of jobs and housing, as shown in Table 4.12-2.

Table 4.12-2. Oceanside Regional Growth Forecast

Factors	Years			
	2016	2025	2035	2050
Population	176,461	183,541	183,541	187,728
Housing	66,200	69,725	72,246	74,913
Jobs	44,898	46,379	52,286	56,767

Source: SANDAG 2019a.

Housing

According to the California Department of Finance, the City had 67,576 housing units in January 2021. Table 4.12-3 provides a breakdown of housing units by type. A majority of the housing units are single-family, which comprises approximately 64% of the total housing units, reflecting the City's family-oriented population and suburban neighborhood character. Multifamily units make up approximately 31% of the total units, while mobile homes account for the remaining 5% of the City's total housing units.

Table 4.12-3. 2021 Housing Units in Oceanside by Type

Unit Type	Total Units	
	Number	Percentage
Single-family detached	35,524	52.2
Single-family attached	8,061	11.8
Multifamily (2–4 units)	5,944	8.7
Multifamily (5+ units)	15,332	22.5
Mobile Home	3,203	4.7
Total	**68,064**	**100**

Source: California Department of Finance 2023.

Housing tenure (owner versus renter) is an important indicator of the housing market. Communities need an adequate supply of units available both for rent and owner occupancy in order to accommodate a range of households with varying income, family size, composition and lifestyle. Just over half of the housing units in the City are owner-occupied, with a total vacancy rate of 6.6% (DOF 2023).

The current Regional Housing Needs Assessment (RHNA; adopted November 2019) identifies housing needs in each SANDAG jurisdiction and allocates a fair share of that need across the represented regional communities. The RHNA indicates that the San Diego Region needs to supply a total of 171,685 housing units for the planning period between 2021 and 2029 (SANDAG 2019b).

The most recent RHNA from SANDAG stated that Oceanside needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). This total is distributed by income categories as shown in Table 4.12-4.

Table 4.12-4. San Diego Regional Housing Needs Assessment Allocation

	Very Low	Low	Moderate	Above Moderate	Total
Units Needed	1,268	718	883	2,574	5,443
Percentage of Total Houses Needed	23	13	16	47	100.0

Source: SANDAG 2020.

Employment

Employment and job growth have an influence on housing needs in the region and in the City. As shown in Table 4.12-5, about two-thirds of the population aged 16 and over were in the City's labor force in 2018.

Table 4.12-5. Labor Force in Oceanside 16 Years and Over

Labor Force Status	Persons	Percentage
In labor force	91,921	65%
Civilian labor force	89,501	63%
Employed	83,950	59%
Unemployed	5,551	4%
Armed Forces	2,420	2%
Not in labor force	50,266	35%
Population 16 years and over	142,187	100%

Source: City of Oceanside 2021.

SANDAG's forecast of job growth for the City and the San Diego region from 2010 to 2050 estimates that the City's job growth is projected to be faster than growth projected in the San Diego region until 2035, at which point growth slows compared to the region. While growth was projected to be 17% between 2010 and 2020, it slows to 10% between 2020 and 2035, and only 2% between 2035 and 2050 (City of Oceanside 2021).

Project Site

The project site is currently vacant land, surrounded by residential land uses. Currently, there are no people residing on the project site. The project site has a General Plan land use designation of CI – Civic Institutional and is zoned PS – Public/Semipublic. The proposed project would require a General Plan land use of MDB-R – Medium Density Residential - B (10-15 du/ac), and a zone of PD – Planned Development (Figure 3-5, Proposed Land Use and Zoning Designations).

4.12.2 Regulatory Setting

State

California Government Code (Sections 65580-65590)

State law mandates local communities plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 65580–65590) requires each County and City to prepare a Housing Element as part of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every 5 to 8 years and to be determined legally adequate by the state. The purpose of the housing element is to identify the community's housing needs; state the community's goals and objectives with regards to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

Housing Accountability Act

The Housing Accountability Act, Government Code section 65589.5, establishes limitations to a local government's ability to deny, reduce the density of, or make infeasible housing development projects, emergency shelters, or farmworker housing that are consistent with objective local development standards and contribute to meeting housing needs. The Legislature first enacted the Housing Accountability Act in 1982 and recently amended it to expand and strengthen its provisions as part of the overall recognition of the critically low volumes of housing stock

in California. In amending the Housing Accountability Act, the Legislature made repeated findings that the lack of housing and the lack of affordable housing is a critical problem that threatens the economic, environmental, and social quality of life in California.

Regional

San Diego Association of Governments

SANDAG is a public agency, composed of 18 cities and the County of San Diego, which builds strategic plans guiding the San Diego region in land use, growth, economics, and the environment. SANDAG also provides population and housing estimates for the region, which are based, in part, on local jurisdictional planning data, and inform regional planning.

The SANDAG Regional Comprehensive Plan, adopted in 2004, provides a long-term planning framework for the San Diego Region. The Regional Comprehensive Plan identified smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized communities that already have existing and planned infrastructure, and then toward connecting those communities with a variety of transportation choices.

In 2011, SANDAG approved the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included a SCS, consistent with the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board as required by the 2008 Sustainable Communities Act.

SANDAG is required by law to update its regional transportation plan every 4 years. In December 2021, SANDAG adopted the latest update to its RTP/SCS. SANDAG's 2021 RTP/SCS, known as the 2021 Regional Plan, builds upon SANDAG's 2019 RTP/SCS, known as the 2019 Federal Regional Transportation Plan.

The 2021 Regional Plan updates growth forecasts and is based on the most recent planning assumptions, adopted land use plans, including the City's General Plan, and other factors from the cities in the region and the County. SANDAG's Regional Plan will change in response to the City's and other jurisdictions' ongoing land use planning. For example, the City's General Plan, and other local General Plans, may change based on General Plan amendments initiated by the jurisdiction or landowner applicants. The General Plan amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, the latest forecasts from the SANDAG RTP/SCS of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because plans are not static, as recognized by the need for updates to SANDAG's RTP/SCS every 4 years.

San Diego Association of Governments Series 14 Regional Growth Forecast

The SANDAG Series 14 Regional Growth Forecast serves as the foundation for the 2021 Regional Plan and other planning documents across the region. This summary includes an overview of the regional demographic, economic, and housing trends expected over the next 34 years.

San Diego Association of Governments 6th Cycle Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development is mandated to determine the statewide housing need. In cooperation with Department of Housing and Community Development, local governments and councils of government are charged with determining the city's or region's existing and projected housing need as a share of the statewide housing need.

Local

City of Oceanside General Plan

The state requires that each city draft and adopt a comprehensive General Plan that provides guidance for the city's growth and development. As mandated by state law, the City adopted it 2021–2029 Housing Element in June 2021 and is currently working with the California Department of Housing and Community Development to obtain certification.. The Housing Element is designed to provide development guidance for housing through facilitating the development of a variety of housing types, appropriately removing housing restraints, enhancing existing residential neighborhoods, promoting equal housing opportunities, and encouraging new housing growth patterns within the City until April 15, 2029 (City of Oceanside 2021).

The City's 2021–2029 Housing Element includes the following goals, objectives, and policies that are relevant to the project:

Goal 1: Produce opportunities for decent and affordable housing for all of Oceanside's citizens.

Policy 1.1: Promote a high-quality urban environment with stable residential neighborhoods and healthy business districts.

Policy 1.2: Encourage and assist in neighborhood rehabilitation and beautification activities.

Policy 1.3: Promote a high, stable rate of homeownership in Oceanside.

Policy 1.6: Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.

Goal 2: Encourage the development of a variety of housing opportunities, with special emphasis on providing:

- A broad range of housing types, with varied levels of amenities and number of bedrooms.

Goal 4: Promote equal opportunity for all residents to reside in housing of their choice.

Policy 4.1: Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, disability, income, sex, age, familial status or household composition.

General Plan Land Use Element

The General Plan Land Use Element includes the following goals, objectives, and policies that are relevant to the project:

Goal 1: Community Enhancement. The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

Objective 1.16 Housing: To ensure that decent, safe, and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.

Policy 1.16C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 1.16E: The City shall protect, encourage, and where feasible, providing housing opportunities for persons of low and moderate income.

Goal 2.3: Residential Development. To direct and encourage the proper type, location, timing and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well-balanced and organized City.

Policy 2.32B: Residential projects that possess and an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

- Infrastructure improvements beyond what is necessary to serve the project and its population.
- Lot standards (i.e., lot area, width, depth) which exceed the minimum standards established by City policy.
- Development standards (i.e., parking, setbacks, lot coverage) which exceed the standards established by City policy.
- Superior architectural design and materials.
- Superior landscape/hardscape design and materials.
- Superior recreation facilities or other amenities.
- Superior private and/or semi-private open space areas.
- Floor areas that exceed the norm established by existing or approved development in the surrounding area.
- Consolidation of existing legal lots to provide unified site design.
- Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
- Participation in the City's Redevelopment, Housing, or Historical Preservation programs.
- Innovative design and/or construction methods that further the goals of the General Plan.

- The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

4.12.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to population and housing are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to population and housing would occur if the project would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.12.4 Impacts Analysis

Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?

The project would construct 164 multifamily residential units, which would have the potential to house approximately 469 people, based on the City's Housing Element of an average household size of 2.86 persons per dwelling unit (USCB 2021). Current General Plan land use and zoning on the project site would not allow for multifamily residential; however, the project proposes a General Plan land use of MDB-R – Medium Density Residential - B (10–15 du/ac), and a zone of PD – Planned Development (Figure 3-5, Proposed Land Use and Zoning Designations).

The most recent RHNA from SANDAG stated that Oceanside needs to build 5,443 units, including 718 low income units, from 2021 through 2029 (SANDAG 2020). The project is expected to bring 164 units to market in 2024/2026, all of which would be market-rate units, which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021 – April 2029). Therefore, the project would not conflict with SANDAG's regional growth forecast for the City.

Although the project would directly lead to additional growth within the City, and the increase in population growth at the project site was not accounted for in the City's Housing Element or General Plan, the increase in units would be within SANDAG's growth projection and would not conflict with the regional growth forecast for the City. The proposed project meets the General Plan goals and policies. Policy 1.2, which encourages and assists in neighborhood rehabilitation and beautification activities, would be met by redeveloping a vacant and underutilized property that encourages vandalism, dumping, and other nuisance activities. The project also meets Policy 1.3, which promotes a high, stable rate of homeownership in Oceanside, by providing new entry-level, for-sale housing designed for first-time homebuyers. Consistent with Goal 2, the project also provides varied levels of amenities and number of bedrooms. Lastly, the project will pay the affordable housing in-lieu fee to help fund the development of low-income and moderate-income housing opportunities throughout the City in support of Policies 3.5 and 3.7.

The project would not lead to indirect growth, as the project does not include substantial infrastructure improvements that would allow for additional unplanned growth in the area. It is noted that the surrounding area already includes land developed or designated for residential uses, and land that has not been developed is designated as Open Space, limiting further substantial development of the area. Therefore, the project would not induce substantial unplanned population growth in the developed area, and impacts would be **less than significant**.

Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is currently vacant and was previously developed with an elementary school, which has since been demolished. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be **less than significant**.

4.12.5 Cumulative Analysis

The geographic context for the analysis of cumulative impacts associated with population and housing consists of the City, which is consistent with how population is addressed and planned for by the City of Oceanside General Plan and RHNA. Cumulative projects in addition to the proposed project could result in both direct and indirect cumulative impacts to population and housing in the City. Projects that include residential development could result in direct impacts to population growth in the City, and nonresidential projects located on undeveloped land could result in indirect growth due to the need for new roads and/or utilities, or expansion of existing infrastructure.

Cumulative projects outlined in Section 3.4, Cumulative Projects, include residential, commercial, mixed-use, hotels, and recreational development projects. In combination with the proposed project, there is a total of 2,271 dwelling units. The introduction of a new population is not, in and of itself, a significant cumulative impact. As with a project-level analysis, the significance of a cumulative population impact is determined by whether the population growth resulting from the combined cumulative projects would be considered to induce substantial unplanned population growth in the area. All cumulative projects would be required to prepare an environmental document addressing potential impacts to population and housing, would be required to comply with the City's General Plan Housing Element and City ordinances related to housing, and would be subject to applicable development fees. Compliance with City regulations and fees would ensure that cumulative impacts related to population and housing are adequately addressed. Impacts would be **less than significant**.

4.12.6 Mitigation Measures

Impacts related to population and housing as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.12.7 Level of Significance After Mitigation

No substantial impacts related to population and housing were identified; therefore, no mitigation measures are required. Impacts related to population and housing would be **less than significant**.

4.13 Public Services

This section describes the existing fire, police, schools, parks, and other public service facilities to accommodate an increase in demand; identifies associated regulatory requirements; evaluates potential impacts; and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project) on public services in the City of Oceanside (City). Information in this section was also obtained for the Fire Response Technical Memorandum prepared for the proposed project by Dudek in March 2023 (Appendix O).

4.13.1 Existing Conditions

Fire Protection

The Oceanside Fire Department (OFD) provides fire protection services to the City. OFD's mission is to meet and exceed community needs and expectations through the preservation and protection of life, property, and the environment. OFD has eight stations that serve over 180,000 residents and visitors over an area of approximately 42 square miles. OFD has a total of 115 full-time fire personnel, 34 full and part-time emergency medical technicians, 7 full-time lifeguard personnel, 76 part-time lifeguard personnel, and 8 support staff (Appendix O). All truck and engine companies are staffed with a minimum of one company officer, one engineer, and one firefighter/paramedic. The Fire Operations Division also manages emergency medical service response, transport, and management. The following apparatus are in service full-time (OFD 2023a):

- Fire engines (7)
- Ambulances (5)
- Tiller truck (1)
- Type 3 brush engines (3)
- Type 6 brush engine (1)
- Water tender (1)
- Command vehicle (battalion chief) (1)
- Command and interoperability trailer (1)
- Incident support trailer (1)
- Mass casualty response vehicle (1)
- Confined space trailer (1)

OFD has eight firehouses located throughout the City. Of these stations, the closest to the project site is Station 5 (4841 North River Road), located approximately 0.5 miles south of the project site. Station 6 (895 North Santa Fe Avenue) is the second closest station to the project site, located approximately 2.5 miles southwest of the project site (Appendix O). As established by the City's General Plan, the City has the following standards for fire department facilities: strive to maintain a 5-minute response time from fire stations to all developed areas within the City, maintain staffing levels adequate to achieve a locally desirable Insurance Service Office rating, and strive to maintain a maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas (City of Oceanside 2003).

OFD (2023b) calls for service in 2022 (the most recent data available) were as follows:

- Total responses – 24,173
- Fire responses – 382
- Emergency medical service responses – 17,005
- Investigation/Good Intent – 3,517
- Service calls – 2,493
- Hazardous condition – 108
- False alarms – 749
- Other – 307

In addition to providing emergency response services, OFD continually performs non-emergency functions, including fire investigations, plan checks for all new development, fire prevention inspections, and public education and informational programs (OFD 2023b).

The City has automatic aid agreements with the neighboring cities of Carlsbad and Vista. Per the agreement, when an emergency call comes into dispatch, the nearest emergency responder is notified regardless of the jurisdictional boundaries. The fire stations located closest to the project site are OFD stations, but non-OFD fire stations may also be notified in the event of an emergency at the project site.

Police Protection

The Oceanside Police Department (OPD) employees 228 sworn officers and 84 professional staff members who serve a population of more than 175,000 residents and handle approximately 110,000 calls for service each year (OPD 2023). OPD consists of a Patrol Division, Traffic Unit, Harbor Police, School Safety Enhancement Team, Neighborhood Policing Team, Resource Team, Administrative/Front Desk Operations, and Senior Volunteer Patrol Program members. The Patrol Division is the largest division in OPD and consists of officers and field evidence technicians. Patrol officers are responsible for handling radio calls, taking crime reports, handling traffic enforcement, making arrests, resolving disputes, and preventing crime, while field evidence technicians process crime scenes, collect evidence, and take crime reports (OPD 2023). The OPD station is located at 3855 Mission Avenue, approximately 2.3 miles southwest of the project site.

According to the City's General Plan – Community Facilities Element, OPD strives to provide a maximum response time of 5 minutes for all Priority E and I emergency service calls (City of Oceanside 2002).

Schools

The Oceanside Unified School District (OUSD) provides K-12 educational services to the City. The District Office is located at 2111 Mission Avenue. OUSD operates and maintains 12 elementary schools, 4 middle schools, 3 K-8 schools, 2 high schools, and 2 alternative schools (OUSD 2023). The closest elementary, middle, and high schools anticipated to serve future residents of the project include Libby Elementary School (located approximately 0.5 miles south of the project site), Cesar Chavez Middle School (located approximately 0.8 miles southeast of the project site), and El Camino High School (located approximately 2.5 miles southeast of the project site).

Parks

The City maintains parks, recreational facilities, and community centers, including the beach, Buena Vista Lagoon, the San Luis Rey River, Calaveras Lake, Hosp Grove, golf courses, a dog park, skate parks, and trails. The City currently has approximately 642 acres of park land and approximately 155 acres of public school-ground acreage (40% of the total school-ground acres), which are countable towards Oceanside's total park acreage, providing a total of approximately 797-acres of existing parkland. As of 2020, the City's parks and recreation facilities consist of 15 community and 17 neighborhood parks, 1 regional park, 3 recreation centers (Junior Seau Community Center, Joe Balderamma Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, 2 senior centers, 5 skateparks, and 2 pools. Other facilities include Oceanside's 3.5 miles of beach, the harbor, and the pier (City of Oceanside 2021a).

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trail systems through the City. The City's General Plan Environmental Resource Management Element provides the City's recreational standards for parks, which includes the dedication of 5 acres of park per 1,000 residents (City of Oceanside 2002). In addition, the City's Parks and Recreation Division has a Parks and Recreation Master Plan to create a vision for the parks and recreation system. The Parks and Recreation Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreation, and open space facilities and programs to meet the community's current and future needs through 2030. Goals of the Master Plan include a 15-minute walk for neighborhood parks or a 5-minute drive for community parks and special facilities (City of Oceanside 2019).

The closest community parks to the project site include 18-acre Libby Lake Park, located approximately 0.5 miles southwest of the project site; 29-acre Mance Buchanon Park, located approximately 0.6 miles southeast of the project site; and16-acre Melba Bishop Park, located approximately 0.5 miles east of the project site. The closest City of Oceanside neighborhood park to the project site is the 12-acre Ivey Ranch Park located approximately 3.7 miles southwest of the project site. The closest regional park is Guajome Regional Park, located approximately 2.6 miles southeast of the project site.

Other Public Facilities

The City operates two public library locations: the Civic Center Library on 330 North Coast Highway and Oceanside Public Library Mission Branch on 3861 Mission Avenue (City of Oceanside 2023). The City's public libraries offer services to the community including DVDs, CDs, audio books, eBooks, and children's books; public computers with internet access at both locations including available wi-fi; printing, faxing, scanning and copying services; private study rooms; special collections containing local and state history and world languages; a dedicated teen area; and programs for all ages. Library staff consist of library administration, public services (librarians), and support services (City of Oceanside 2023).

4.13.2 Regulatory Setting

State

California Fire Code

The California Fire Code and Office of the State Fire Marshal provides regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

Senate Bill 50 – Leroy F. Greene Schools Facilities Act of 1998

Senate Bill (SB) 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. Payment of school fees are also collected at the time when building permits are issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered full and complete mitigation of any school impacts (Government Code Section 65996). As required by SB 50, school impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts. School impact fees and fees collected pursuant to SB 50 are collected at the time when building permits are issued.

Quimby Act and Assembly Bill 1359

The Quimby Act, which is within the state's Subdivision Map Act, authorizes the legislative body of a city or county to require the dedication of land or impose fees for park or recreational purposes as a condition to the approval of a tentative or parcel subdivision map, if specified requirements are met. One of these requirements is that the dedicated land or fees, or combination thereof, shall be used only for the purposes of developing or rehabilitating neighborhood or community park or recreational facilities to serve the subdivision for which the land was dedicated or fees were paid. The act provides that the dedication of land or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide 3 acres of park area per 1,000 persons residing within a subdivision subject to the act, except as specified.

California Government Code, Section 66000.5 – Mitigation Fee Act

The Mitigation Fee Act complements the Quimby Act by allowing separate impact and recreation facilities fees to be collected so that parks can be improved, and recreation facilities can be maintained. The act also allows impact fees to be placed on nonsubdivision residential developments.

California Education Code

Section 17620 of the California Education Code authorizes school districts to require construction projects within the boundaries of the districts to pay a fee used for funding construction or reconstruction of school facilities.

Local

City of Oceanside General Plan

Community Facilities Element

The City of Oceanside General Plan Community Facilities Element provides long-term policies for public services within the City, including fire protection, police protection, schools, and libraries. The element outlines adequate service ratios and future planning policies by which OFD and OPD must abide (City of Oceanside 2002). The following policies are appliable to the project:

Policy 3.1: The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and service standards:

- A 5-minute response time from fire stations to all developed areas within the city of Oceanside
- Personnel staffing at a minimum of four people per company
- City maintaining staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and
- A maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas

Policy 3.5: Close coordination shall be maintained between planned improvements to the Circulation System within the City of Oceanside and the location of future fire stations, in order to assure adequate levels of service and response times to all areas of the community along existing and future arterials, collectors, and local streets.

Policy 3.10: In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire flow requirements.

Policy 4.3: The Oceanside Police Department shall strive to provide a maximum response time of 5 minutes for all Priority I and II emergency service calls.

Additionally, the Community Facilities Element provides goals and policies aimed to provide adequate public facilities that support recreational and leisure activities as well as to contribute to overall health of the City's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the city. As defined in the Community Facilities Element, community parks should meet the following:

a) The topography and land configuration should be sustainable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be usable for active recreation;
b) Sites should have or be able to achieve safe pedestrian and bicycle access;
c) Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;
d) Noise generated by park use should be mitigated to avoid disturbing adjacent residences;
e) Lighting should be designed to limit impacts on adjacent residents;

f) Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and

g) "Community Parks" located in resident neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

City of Oceanside Municipal Code

Chapter 32B – Impact Fees

Chapter 32B of the City's Code of Ordinances covers all impact fees imposed by the City as a condition of development approval for the purpose of financing capital improvements, the need for which is attributable to such development, unless expressly exempted. Fees applicable to recreation include park fees imposed pursuant to Ordinance No. 91-10 and pursuant to article 40 of the Zoning Regulations (Ordinance No. 88-22, as amended

Chapter 32C – Public Facility Fee

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the community facilities element of the general plan. Per Chapter 32C:

> Public facilities shall include all governmental facilities specified in the adopted elements of the city's general plan, including the community facilities element, or such facilities contained in the city's five-year capital improvement program.

Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the Citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the City's public facilities. The amount of such fee shall be fixed by resolution of the city council in accordance with the provisions of Chapter 32B. The purpose of this chapter is to ensure that the quality of life of all residents is protected as new development occurs, and that the ability of the city to provide public facilities for the benefit of the city as a whole exists. Because the police, fire, general government and library facilities addressed in the public facilities fee provide benefit to the entire City, the area of benefit for the public facilities fee is the City boundaries.

Chapter 32D – Park Land Dedication and Payment of Fees

Chapter 32D of the City's Code of Ordinances outlines provisions that apply to all development within the City of Oceanside by which additional residential lots and/or dwelling units are created. Per Chapter 32D:

> Every owner, developer or subdivider who creates such lots and/or dwelling units shall dedicate a portion of land, pay a fee, or do both as set forth in this chapter for the purposes of providing open space, park and recreational facilities.

Per Section 32D.5:

> In accordance with the standards of five (5) acres of developed parkland for each one thousand (1,000) people, set forth in the community facilities element, a developer shall dedicate land

> and/or pay a fee as required by this chapter. The city council shall, by resolution, fix said dedication and/or fee requirements.

Per Section 32D.7:

> Fees collected pursuant to this chapter shall be allocated and expended pursuant to the requirements of Chapter 32B of the City Code.

4.13.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to public services are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to public services would occur if the project would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
   - Fire protection
   - Police protection
   - Schools
   - Parks
   - Other public facilities

4.13.4 Impacts Analysis

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The project site is currently vacant, and implementation of the project could result in an increase in demand on OFD as a result of new residential at the project site. However, the project is located within an existing neighborhood and highly developed area of the City that already receives fire protection services. Additionally, as described in Section 4.12, Population and Housing, of this environmental impact report, the proposed 164 residential units would result in an increase of approximately 469 people at the project site, which has been accounted for in the City's General Plan.

The increase of approximately 469 people at the project site is not expected to result in a substantial increase in service calls to OFD. Based on the results in the Appendix O, and OFD's per capita call volume of 0.134 calls per person per year, the proposed project is estimated to generate a total 63 calls per year (469 people x 0.134 calls per year = 63 calls). The additional 63 calls per year equates to 5 calls per month, or 0.17 calls per day. As indicated in Appendix O, service level requirements are not expected to be significantly impacted with the increase of five calls per month.

As described above, OFD has eight firehouses located throughout the City. Of these stations, the closest to the project site is Station 5 (4841 North River Road), located approximately 0.5 miles south of the project site. Station 6 (895 North Santa Fe Avenue) is the second closest station to the project site, located approximately 2.5 miles southwest of the project site (Appendix O). In addition to the City's eight fire stations, the City has an automatic aid agreement with the neighboring cities of Carlsbad and Vista. Per the agreement, when an emergency call comes into dispatch, the nearest emergency responder is notified regardless of the jurisdictional boundaries.

Based on the analysis provided in Appendix O, Station 5 would have a travel time of approximately 1 minute and 52 seconds throughout 100% of the development, which would fully conform to OFD's 5-minute response time goal. Station 6 would have a travel time of approximately 5 minutes and 25 seconds throughout the entire development, which means 72% of the townhomes can be responded to within OFD's 5-minute response time goal. Based on these results, it is anticipated that Station 5 would provide coverage to the project site and would be able to respond in less than 2 minutes and would be able to respond to the entire site under 5 minutes.

The project would provide two access point for emergency responders: (1) the main entrance to the project site at the corner of Monica Circle and Macario Drive and (2) a secondary emergency access only driveway located at the terminus of Malaga Drive. Circulation and emergency access drives have been designed in consultation with OFD staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. The proposed project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project or any surrounding areas.

Prior to project development, OFD would be required to review and approval all final site plans for the project to ensure adequate site accessibility and response times. Additionally, the City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds towards capital improvements for public services including fire and emergency services. The project would be required to pay applicable developer impact fees in accordance with the City's requirements.

Therefore, while development of the project site would place a slight increase in demand on fire protection services in comparison to existing conditions, it is not anticipated that the project would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. The project is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant**.

Police Protection?

As described above, the project site is currently vacant, and implementation of the project could result in an increase in demand for police protection services as a result of new residential development at the project site. However, similar to fire protection, the project site is surrounded by existing residential development that already receives police protection services. The OPD station closest to the project site is located at 3855 Mission Avenue, approximately 2.3 miles southwest of the project site.

The increase of approximately 469 people at the project site is not expected to result in a substantial increase of service calls to OPD. As described under Section 4.13.1 above, OPD includes 228 sworn officers and 84 professional staff members who serve a population of more than 175,000 residents and handle approximately 110,000 calls for service each year (OPD 2023).

The project would be required to provide adequate site access, emergency access, and maintain police department response times. In the event of an emergency, adequate emergency access would be provided via two access points: (1) the main entrance to the project site at the corner of Monica Circle and Macario Drive and 2) a secondary emergency access only driveway located at the terminus of Malaga Drive. Additionally, as described above, the City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds towards capital improvements for public services including police services. The project would be required to pay applicable developer impact fees in accordance with the City's requirements.

Therefore, while development of the project site would place a slight increase in demand on police protection services, it is not anticipated that the project would result in the need for construction or expansion of existing police facilities to accommodate new police personnel or equipment. The project is expected to be adequately served by existing police department stations, and impacts related to police protection are determined to be **less than significant**.

Schools?

The project would directly increase the population through development of new residential units at the project site and would therefore increase existing demand on school facilities. School-age (K through 12) residents at the project site would be served by the OUSD. OUSD operates and maintains 12 elementary schools, 4 middle schools, 3 K–8 schools, 2 high schools, and 2 alternative schools (OUSD 2022). School-age students generated by the proposed project are expected to attend the following schools, as the project site lies within the attendance boundary:

- Libby Elementary School (located approximately 0.5 miles south of the project site). 2021–2022 enrollment: 372 students; was 407 in 2020–2021.
- Cesar Chavez Middle School (located approximately 0.8 miles southeast of the project site). 2021–2022 enrollment: 680 students; Was 727 in 2020–2021.
- El Camino High School (located approximately 2.5 miles southeast of the project site). 2021–2022 enrollment: 2,792 students; was 2,914 in 2020–2021.

OUSD uses a student generation rate of 0.2640 for multifamily dwelling units as shown in Table 4.13-1. The proposed 164 residential units would be expected to generate approximately 20 elementary school students, 10 middle school students, and 14 high school students, for a total of 44 students.

Table 4.13-1. Potential Student Yield for the Project

Proposed Units	Student Yield Factor			Students Yielded by Project		
	Elementary School	Middle School	High School	Elementary School	Middle School	High School
164	0.1189	0.0595	0.0856	20	10	14

Source: City of Oceanside 2022.

The generation of approximately 44 students is expected to be adequately served by OUSD. However, review of the project and a will-serve letter from OUSD will be required for the project prior to development. Additionally, it should be considered that not all students residing at the project site would be new to the City or OUSD. Enrollment at Libby Elementary was down by 40 students from 2020 to 2022; enrollment at Cesar Chavez Middle School was

down by 47 students from 2020 to 2022; and enrollment at El Camino High School was down by 122 students from 2020 to 2022. Therefore, each of these schools should have the capacity to serve 20 elementary students, 10 middle school students, and 14 high school students. Thus, it is determined that the number of students generated by the project would be adequately served by existing facilities.

Furthermore, the project applicant would be subject to City development impact fees, as applicable, as well as applicable OUSD development impact fees. As outlined in Section 4.13.2 above, developer fees allow school districts to impose mitigation fees on new development as a method of addressing increased enrollment. SB 50 states that the fees imposed by school districts shall constitute the exclusive method of considering and mitigating impacts on school facilities caused by a development project. Such payment shall provide "full and complete mitigation of the impacts of any legislative or adjudicative act … on the provision of adequate school facilities" (Government Code Section 65995[h]). As such, contribution of required development fees would ensure impacts to schools as a result of students generated by the project would be **less than significant**.

Parks?

The project site is currently vacant, and an increase of approximately 469 people could result in the potential for increased use of existing neighborhood and regional parks. In accordance with the City's Municipal Code, Chapter 32D, the project is required to either (1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City; (2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee; or (3) pay the entire park impact fee (City of Oceanside 2021b).

As described above, the City currently has approximately 642 acres of park land. In addition, 155.6 acres of public school-ground acreage (40% of the total school-ground acres) are countable toward Oceanside's total park acreage, providing a total of 797 acres of existing parkland.

The closest community parks to the project site include 18-acre Libby Lake Park, located approximately 0.5 miles southwest of the project site; 29-acre Mance Buchanon Park, located approximately 0.6 miles southeast of the project site; and16-acre Melba Bishop Park, located approximately 0.5 miles east of the project site. The closest City of Oceanside neighborhood park to the project site is the 12-acre Ivey Ranch Park, located approximately 3.7 miles southwest of the project site. The closest regional park is Guajome Regional Park, located approximately 2.6 miles southeast of the project site.

According to the City's General Plan – Community Facilities Element, the City's goal is to provide a minimum of 5 acres of developed "community parks" per 1,000 residents within the City (City of Oceanside 2002). As described above, the City currently has a total of approximately 797 acres of existing parkland. As of 2020, the population within the City of Oceanside was approximately 175,000, resulting in a parkland service ratio of approximately 4.5 acres per 1,000 residents. While this is below the current standard of 5 acres per 1,000 residents, the existing inventory includes only 2 acres of the 465-acre El Corazon Specific Plan area. Planned development of El Corazon Park would result in an additional 212 acres of parkland. With completion of El Corazon Park, the City's parkland service ratio would increase to approximately 5.7 acres per 1,000 residents (City of Oceanside 2021a).

In addition to existing City parks and recreational facilities, a total of approximately 59,460 square feet of common open space is proposed within the project site, and a total of 23,950 square feet of private open space is proposed within the project site. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickle ball courts, open lawn, barbeque areas, internal trails, and landscaping to help enforce pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would be comprised of balconies

or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit. The City requires 300 square feet of open space per unit. Therefore, the project exceeds the open space requirement per unit.

Although the project would potentially increase the utilization of existing parks and recreational facilities within the City, the combination of proposed on-site recreational amenities and private open space, existing public park and recreational facilities in the project vicinity, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible to pay applicable development and park impact fees. Such fees for new residential development within the City go towards facilities such as (but not limited to) parks, public facilities, and schools. Therefore, implementation of the project would have a **less-than-significant** impact on existing park facilities.

Please also refer to Section 4.14, Recreation, for additional details and impact analysis on existing park and recreation facilities within the City.

Other Public Facilities?

As described above, the City operates two public library locations: The Civic Center Library on 330 North Coast Highway, and Oceanside Public Library Mission Branch on 3861 Mission Avenue (City of Oceanside 2022). The two existing public libraries, in addition to school libraries that would serve students at the project site, are expected to adequately serve the approximately 460 residents generated by the project. Furthermore, payment of development impact fees, as applicable, in accordance with Municipal Code Chapters 32B and 32C, would address the need for additional public services generated by new development. For these reasons, impact to libraries or other public facilities as a result of project implementation is **less than significant**.

4.13.5 Cumulative Analysis

The proposed project would introduce 164 dwelling units to the area, resulting in an increase in population of 469 people within the fire/police protection service area, thereby increasing the demand for fire/police protection and emergency services. However, no new or expanded facilities would be required as a result of the proposed project.

Nonetheless, the cumulative projects listed in Section 3.4, Cumulative Projects, would result in additional demand of fire and police protection services, and the potential need for additional fire or police protection resources. However, all cumulative projects would be required to offset the increase in demand caused by their respective project. If a project triggers the need for new or altered police facilities, the physical impacts would be addressed within the environmental document prepared for the project, and mitigation measures would be applied as needed.

Regarding schools, as stated above, it was determined that the number of students generated by the project would be adequately served by existing facilities. The project applicant would be required to contribute development fees to OUSD. Cumulative projects that have a residential component would generate students that need to be accommodated by either OUSD or another school district in the area. All of the cumulative projects that would in would result in increased demand on schools would also be required to pay school fees to offset the increase demand, similar to the project.

The project, as well as the cumulative projects, would add to the cumulative demand for park and recreation facilities in the community. All residential projects that increase the demand for park and recreation needs in the City are required to provide park space and/or pay park in lieu-fees. The environmental documentation prepared

for each project would analyze impacts associated with the construction of any parks within each overall development footprint. In addition, one of the cumulative projects, El Corazon Park would result in an additional 212 acres of parkland.

Overall, with contribution of required development fees by the proposed project and all other cumulative projects, cumulative impacts would be **less than significant.**

4.13.6 Mitigation Measures

Impacts related to public services as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.13.7 Level of Significance After Mitigation

No substantial impacts related to public services were identified; therefore, no mitigation measures are required. Impacts related to recreation would be **less than significant**.

4.14 Recreation

This section describes the existing recreation conditions of the Pacifica Project (project or proposed project) site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the project in the City of Oceanside (City).

4.14.1 Existing Conditions

The City's General Plan Recreational Trails Element was last updated in June 2002 (City of Oceanside 2002a). The purpose of the Recreational Trails Element is to state the specific goals and objectives that will improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians. The Recreational Trails Element replaced the City's Non-Motorized Transportation Element (1976) and is a sub-element of the Circulation Element. Information from the Recreational Trails Element is incorporated herein. Due to the age of this document, information from the Background Report #2: Land Use & Community Resources prepared by the City in June 2021 (City of Oceanside 2021a) in support of the General Plan Update has also been referenced herein for more updated information on parks and recreational open space within the City, in addition to the City's 2019 Parks and Recreation Master Plan.

Surrounding Parks and Trails

The City maintains parks, recreational facilities, and community centers, including the beach, Buena Vista Lagoon, the San Luis Rey River, Calaveras Lake, Hosp Grove, Guajome Regional Park, golf courses, a dog park, skate parks, and trails. The City currently has approximately 642 acres of park land. According to the Background Report #2, "[a]s of 2020, the City's parks and recreation facilities consist of 15 community and 17 neighborhood parks, one regional park, three recreation centers (Junior Seau Community Center, Joe Balderamma Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, two senior centers, five skateparks, and two pools." Other facilities include Oceanside's 3.5 miles of beach and the City's harbor and pier (City of Oceanside 2021a).

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trail systems through the City. The City's General Plan Environmental Resource Management Element provides the City's recreational standards for parks, which includes the dedication of 5 acres of park per 1,000 residents (City of Oceanside 2002b). In addition, the City adopted a Parks and Recreation Master Plan to create a vision for the parks and recreation system. The Parks and Recreation Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreation, and open space facilities and programs in order to meet the community's current and future needs through 2030. Goals of the Master Plan include a 15-minute walk for neighborhood parks or a 5-minute drive for community parks and special facilities. The Master Plan defines five major categories of park types: neighborhood parks, community parks, community centers, regional parks, and special use parks. These park categories are described below (City of Oceanside 2019).

- "Neighborhood Parks are generally smaller parks that provide both passive and limited active recreation but tend to focus on passive recreation. They are typically less than 5 acres and serve nearby residents within a 15-minute walkshed. They generally do not include citywide facilities, such as gyms, pools, or sports fields" (City of Oceanside 2019).
- "Community Parks serve daily recreational needs of the community as well as the local broader neighborhood. They are generally over five acres in size and service an area within a 5-minute driveshed.

They are the locations where city-wide sports fields, pools and court sports are concentrated" (City of Oceanside 2019).

- "Community Centers are community buildings that provide a wide range of activities serving the community as a whole. These centers often accommodate special events, recreation programs, offices, and community services. These facilities can pull from users all over the community, but should be accessible by a 5-minute drive" (City of Oceanside 2019).
- "Regional Parks are parks that are larger than 30 acres, service the region, and provide a range of activities including passive and active recreation opportunities and often include open space, cultural, and/or natural resources" (City of Oceanside 2019). The sole park classified as regional is the75-acre Guajome Regional Park, which includes 4.5 miles of multi-use trails, diverse habitats, and recreation areas featuring playgrounds, a basketball court, and a 33-site campsite.
- Special use parks are a broad category of facilities that focus on specific functions, themes, or user groups. They include facilities such as Heritage Park, the Municipal Golf Course, Oceanside Harbor and Oceanside Pier, and swim facilities.

The closest community parks to the project site include 18-acre Libby Lake Park, located approximately 0.5 miles southwest of the project site; 29-acre Mance Buchanon Park, located approximately 0.6 miles southeast of the project site; and 16-acre Melba Bishop Park, located approximately 0.5 miles east of the project site. The closest City neighborhood park to the project site is the 12-acre Ivey Ranch Park, located approximately 3.7 miles southwest of the project site. The closest regional park is Guajome Regional Park, located approximately 2.6 miles southeast of the project site. Planned parks in the City include El Corazon Park, located in the center of the City bounded by Rancho Del Oro Drive to the east, Oceanside Boulevard to the south, El Camino Real to the west, and Mesa Drive to the north. In 2009, the El Corazon Specific Plan was adopted to guide and implement the vision for the 465-acre area. Future plans for the site include "212 acres of parks and recreation, 164 acres of habitat, 34 acres of civic services, 25 acres of commercial, 19 acres of village commercial, and 11 acres of hotel" (City of Oceanside 2021a).

The Background Report #2: Land Use & Community Resources also notes the following (City of Oceanside 2021a):

> Accounting for the total acreage of Oceanside's parks - including Regional, Community, Special Use, and Neighborhood Parks, as well as golf courses and Community Centers, the City of Oceanside currently provides approximately 642.1 acres of parkland. In addition, 155.6 acres of public schoolground acreage (40 percent of the total schoolground acres) are countable toward Oceanside's total park acreage giving a total of 797.7 acres of existing parkland. As of 2019, the population within the City of Oceanside was 175,389, resulting in a parkland service ratio of 4.5 acres per 1,000 residents… While this is below the current standard of 5 acres per 1,000 residents, the existing inventory includes only two acres of the El Corazon site. Planned development of El Corazon will result in an additional 210 acres of parkland. With completion of El Corazon, the parkland service ratio will increase to 5.7 acres per 1,000 residents.

4.14.2 Regulatory Setting

State

Quimby Act

California allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes (California Government Code Section 66477). This legislation, commonly called the "Quimby Act," establishes a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for a new subdivision development unless the amount of existing neighborhood and community parkland exceeds that limit.

Local

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive General Plan that provides long-term guidance for development within the city's jurisdiction. The City of Oceanside General Plan comprises multiple elements addressing specific areas of development. The sections that address goals and policies related to recreation are the Community Facilities Element, Environmental Resource Management Element, Land Use Element, and Recreational Trails Element. Each of these elements are described in detail as they related to parks and recreation below.

Community Facilities Element

The Community Facilities Element provides overall guidance for maintaining and developing the City's public services and facilities, including parks and other recreational facilities. The goals and policies contained in the Community Facilities Element aim to provide adequate public facilities that support recreational and leisure activities as well as to contribute to overall health of the City's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the city (City of Oceanside 2002c).

As defined in the Community Facilities Element, community parks should meet the following (City of Oceanside 2002c):

a) The topography and land configuration should be sustainable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be usable for active recreation;
b) Sites should have or be able to achieve safe pedestrian and bicycle access;
c) Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;
d) Noise generated by park use should be mitigated to avoid disturbing adjacent residences;
e) Lighting should be designed to limit impacts on adjacent residents;
f) Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and
g) "Community Parks" located in residential neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

Environmental Resource Management Element

The Environmental Resource Management Element provides guidance to conserving and preserving natural resources and open space as the City develops. As related to recreation, this element encourages the preservation of open space for public health and welfare (City of Oceanside 2002b). Open space is generally defined as land areas absent of human-made structures.

Land Use Element

The Land Use Element provides policies, definitions, and zoning designations for all land use types in the City. It establishes guiding policies for each type of land use, including open space and community facilities. As it related to parks and recreation, the Land Use Element gives overall direction of encouraging, preserving, and developing adequate open space, park areas, and recreation facilities for community use. The element also establishes the general development impact fee policy to provide for expanding public facilities to meet the demand of any new development (City of Oceanside 2002d).

Circulation Element

The City's Circulation Element (City of Oceanside 2012) includes the Pedestrian Master Plan, the Bicycle Master Plan, and the Recreational Trails Element.

Pedestrian Master Plan

The City of Oceanside Pedestrian Master Plan aims to guide how the City plans and implements pedestrian projects, including projects to enhance neighborhood quality or mobility options by providing pedestrian improvement projects. The Pedestrian Master Plan identifies and prioritizes pedestrian projects based on technical analyses and community input and provides a prioritized list of projects to improve the City's ability to receive grant funding to implement the top priority projects.

Bicycle Master Plan

The Bicycle Master Plan is a comprehensive update to the 1995 City of Oceanside Circulation Element and Recreational Trails Element and identifies points where the City's bikeway system could be integrated with the San Diego County regional bikeway system. The Bicycle Master Plan evaluates the City's existing bikeway facility system and its relationship with other systems, such as mass transit, and recommends improvements wherever appropriate. Additionally, the goal of the Bicycle Master Plan is to maximize the efficiencies offered by multi-modal connections between mass transit and bikeways as well as to promote a viable alternative to the automobile travel in a climate particularly conducive to bicycle transportation. The City aims to implement the Bicycle Master Plan to provide a more convenient bikeway system for cyclists, especially for those who choose bicycle transportation over vehicle transportation.

Recreational Trails Element

The Recreational Trails Element provides policies and guidance for the City's bicycle, pedestrian, and equestrian trail system. This element defines adequacy standards and goals for maintaining recreational trails, such as hiking trails, multi-use trails, equestrian trails, and bicycle trails throughout the City.

City of Oceanside Municipal Code

Chapter 32B – Impact Fees

Chapter 32B of the City's Code of Ordinances covers "all impact fees imposed by the city as a condition of development approval for the purpose of financing capital improvements, the need for which is attributable to such development, unless expressly…exempted." Fees applicable to recreation include "[p]ark fees imposed pursuant to Ordinance No. 91-10" and "[p]ark fees imposed pursuant to article 40 of the Zoning Regulations (Ordinance No. 88-22, as amended)."

Chapter 32C – Public Facility Fee Requirements

Chapter 32C of the City's Code of Ordinances outlines "provisions for assessing and collecting fees, herein referred to as 'public facilities fees' as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the community facilities element of the general plan." Section 32C.2 defines public facilities as "all governmental facilities specified in the adopted elements of the city's general plan, including the community facilities element, or such facilities contained in the city's five-year capital improvement program." Per Section 32C.3, "Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city's public facilities. The amount of such fee shall be fixed by resolution of the city council in accordance with the provisions of chapter 32B." Per Section 32C.4, "The purpose of this chapter is to ensure that the quality of life of all residents is protected as new development occurs, and that the ability of the city to provide public facilities for the benefit of the city as a whole exists. Because the police, fire, general government and library facilities addressed in the public facilities fee provide benefit to the entire city, the area of benefit for the public facilities fee is the city boundaries."

Chapter 32D – Park Land Dedication and Payment of Fees

Chapter 32D of the City's Code of Ordinances outlines provisions that "apply to all development within the City of Oceanside by which additional residential lots and/or dwelling units are created. Every owner, developer or subdivider who creates such lots and/or units shall dedicate a portion of land, pay a fee, or do both as set forth in this chapter for the purposes of providing open space, park and recreational facilities." Per Section 32D.5, "In accordance with the standards of five (5) acres of developed parkland for each one thousand (1,000) people, set forth in the community facilities element, a developer shall dedicate land and/or pay a fee as required by this chapter. The city council shall, by resolution, fix said dedication and/or fee requirements." Per Section 32D.7, "Fees collected pursuant to this chapter shall be allocated and expended pursuant to the requirements of Section 32B of the City Code."

Parks and Recreation Master Plan

Adopted in November 2019, the Parks and Recreation Master Plan provides guidance on the development of future parks, recreation, and open space facilities to meet the needs of the community. The Master Plan identifies existing facilities, provides a Citywide needs assessment, proposes implementation strategies, and includes overall goals and policies for the development, maintenance, renovation, and acquisition of park facilities.

4.14.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to recreation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to recreation would occur if the project would:

> a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
>
> b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.14.4 Impacts Analysis

Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As described in Section 4.12, Population and Housing, of this EIR, the project would construct 164 residential units, which would have the potential to house approximately 469 people, based on the City's Housing Element of an average household size of 2.86 persons per dwelling unit (City of Oceanside 2021b). An increase of 469 people at the currently vacant project site would result in the potential for increased use of existing neighborhood and regional parks. In accordance with the City's Municipal Code, Chapter 32D, the project is required to either (1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City, (2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee, or (3) pay the entire park impact fee (City of Oceanside 2022).

Although the City's current parkland service ratio is below the current standard (4.5 acres per 1,000 residents, instead of 5 acres per 1,000 residents), the existing inventory includes only 2 acres of the 465-acre El Corazon Specific Plan area. Development of the 212-acre El Corazon Park will increase the parkland service ratio to 5.7 acres per 1,000 residents (City of Oceanside 2021a).

A total of approximately 59,460 square feet of common open space is proposed, and a total of 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit. A summary of the usable open space areas proposed as part of the project is outlined in Table 3-2, in Chapter 3, Project Description.

Although the project would potentially increase the utilization of existing parks and recreational facilities within the City, it is determined that the combination of proposed open space amenities on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible for applicable developer and park impact fees. Such fees for new residential development within the City go towards facilities such as (but not limited to) parks, public facilities, and schools. Therefore, it is determined that implementation of the project would have a **less-than-significant** impact on existing recreation facilities.

Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As described in response to threshold (1), above, the project would provide 59,460 square feet of common open space and 23,950 square feet of private open space. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6). Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site. The City requires 300 square feet of open space per unit, and the project proposes approximately 508 square feet of open space per unit.

Open space and recreational amenities proposed as part of the project have been analyzed throughout this EIR and would not result in any adverse physical effect on the environment. Implementation of the project is not anticipated to result in accelerated deterioration of existing parkland or recreation facilities that would necessitate the construction or expansion of additional parks or recreational facilities off site. The project would increase the use of existing parks and recreational facilities within the project area. However, the combination of the proposed open space amenities on site, existing park and recreational facilities within the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible to pay applicable development and park impact fees. Such fees for new residential development within the City go towards facilities such as (but not limited to) parks, public facilities, and schools. Therefore, impacts to recreational facilities as a result of project implementation would be **less than significant**.

4.14.5 Cumulative Analysis

The geographic context for the analysis of cumulative impacts associated with recreation consists of the City, because recreational facilities are provided by the City. The proposed project would contribute a direct permanent increase to the population of the City and would increase the demand on recreational uses. However, it is unlikely that all occupants of approved and proposed housing in the City would be new residents to the City and, thus, new users of existing recreational facilities.

The project, as well as the cumulative projects, would add to the cumulative demand for park and recreation facilities in the community. All residential projects that increase the demand for park and recreation needs in the City are required to provide park space and/or pay park in lieu fees. The environmental documentation prepared for each project would analyze impacts associated with the construction of any parks within each overall development footprint. In addition, one of the cumulative projects, El Corazon Park, would result in an additional 212 acres of parkland. Development of El Corazon Park will increase the parkland service ratio to 5.7 acres per 1,000 residents (City of Oceanside 2021b).

In accordance with the City's Municipal Code, Chapter 32D, cumulative projects would be required to either (1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City, (2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee, or (3) pay the entire park impact fee. Furthermore, any substantial expansion or development of new recreational facilities would be subject to the appropriate CEQA environmental review, which would identify and address any site-specific impacts. Therefore, with payment of the City's development impact fees and project-specific environmental review, cumulative impacts to recreational facilities would be **less than significant**.

4.14.6 Mitigation Measures

Impacts related to recreation as a result of project implementation are determined to be less than significant; therefore no mitigation measures are required.

4.14.7 Level of Significance After Mitigation

No substantial impacts related to recreation were identified; therefore, no mitigation measures are required. Impacts related to recreation would be **less than significant**.

4.15 Transportation

This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pacifica Project (proposed project or project) in the City of Oceanside (City). The following analysis is based on Vehicles Miles Traveled Analysis and the Local Transportation Study that were prepared for the proposed project by Chen Ryan and Associates in June 2023. The Vehicle Miles Traveled Analysis is included as Appendix K to this environmental impact report (EIR), and the Local Transportation Study is included as Appendix L to this EIR.

4.15.1 Existing Conditions

The 14.55-acre project site is located at the intersection of Monica Circle and Macario Drive in the City of Oceanside. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR 78.

Bus stops within a 1-mile radius of the project site include the stops located at Vandegrift Boulevard and Gold Drive, San Luis Rey Transit Center, and North River Road and College Boulevard. The project site has a General Plan designation of CI – Civic Institutional. Properties abutting the project site are designated as SFD-R – Single Family Detached Residential, and OS – Open Space to the west. Areas in the surrounding neighborhood are designated with various residential designations (SFD-R, MDA-R, MDB-R, and MDC-R-C), Civic Institutional (CI), Open Space (OS), and various commercial designations (GC, NC, SC). The project site is currently zoned as PS –Public/Semipublic. As previously noted, areas immediately surrounding the site are zoned RS – Single-Family Residential and OS – Open Space. Zoning designations in the surrounding neighborhood also include various residential designations (RS, RM-A, RM-B, and RM-C), Public/Semipublic (PS), Open Space (OS), and various commercial designations (CG, CN, and CS-L) (City of Oceanside 2023). The project site is currently vacant and undeveloped and is the site of the former Pacifica Elementary School.

4.15.1.1 Methodology

Vehicle Miles Traveled Approach and Methodology

An assessment was conducted to determine the impacts on utilizing vehicle miles traveled (VMT) for the project. This assessment utilizes methodologies presented within the Governor's Office of Planning and Research (OPR) Technical Advisory developed to assist with implementation of Senate Bill (SB) 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from Level of Service (LOS) and vehicular delay to VMT. VMT analyses are required in all California Environmental Quality Act (CEQA) documents as of July 1, 2020.

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT (and VMT per capita or VMT per employee) is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts.

VMT analysis screening criteria was obtained from Table 2 of the City's Traffic Impact Analysis Guidelines (City of Oceanside 2020). The following screening criteria relevant to the proposed project's land use are:

- Projects located in a Transit Priority Area (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG [San Diego Association of Governments] San Diego Forward Regional Plan and is consistent with the General Plan at the time of project application.
- Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening map.
- Affordable housing projects.
- Projects generating less than 500 daily vehicle trips (if inconsistent with the adopted General Plan)

Based upon this criterion above, the project would not be screened out from conducting a VMT analysis for the following reasons:

- Although the project is located within 0.5-mile walking distance, without discontinuity of sidewalk or obstructions on the route, to the San Luis Rey Transit Center, the project is inconsistent with the City's General Plan.
- The project is not located in a low-VMT generating area per the most recent SANDAG SB 743 VMT screening maps.
- The project is not an affordable housing project.
- The project generates more than 500 daily trips.

4.15.1.2 Existing Transportation System

Table 4.15-1, Existing Transportation Network Characteristics, summarizes the existing physical characteristics of roadways within the study area.

Table 4.15-1. Existing Transportation Network Characteristics

Roadway	From	To	Number of Lanes	Median Type	Sidewalk?	Bike Lanes?	Transit Route	Posted Speed Limit
Monica Circle	Claire Drive	Macario Drive	1 NB/1 SB	Undivided	Both Sides	None	None	25 mph
Macario Drive	Monica Circle	Roja Drive	1 EB/1 WB	Undivided	Both Sides	None	None	25 mph
Roja Drive	Macario Drive	North Redondo Drive	1 NB/1 SB	Undivided	Both Sides	None	None	25 mph
North Redondo Drive	Roja Drive	Vandegrift Boulevard /North River Road	1 EB/1 WB	Undivided	Both Sides	None	None	25 mph
Vandegrift Boulevard	Gold Drive	North Redondo Drive	3 NB/2 SB	Raised	Both Sides	Class II	309 311 315	50 mph

Table 4.15-1. Existing Transportation Network Characteristics

Roadway	From	To	Number of Lanes	Median Type	Sidewalk?	Bike Lanes?	Transit Route	Posted Speed Limit
North River Road	North Redondo Drive	College Boulevard	3 NB/2 SB	Raised	Both Sides	Class II	303 309 313 315	45 mph
North River Road	East of Vandegrift Boulevard	2 EB/2 WB	Raised	Both Sides	Class II	North River Road	303 309 311 313 315	45 mph

Notes: NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

Existing Bicycle Network

As identified by the California Department of Transportation (Caltrans), the following classes are used to identify bicycle facilities within the City of Oceanside (City of Oceanside 2017):

Class I Bike Paths are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.

Class II Bike Lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage.

Class III Bike Routes are marked by a series of signs designating a preferred route between destinations such as residential neighborhoods and shopping areas. These routes share the right-of-way with on-road vehicles.

Class II bicycle facilities exist along Vandegrift Boulevard and North River Road. Per the City of Oceanside Bicycle Master Plan (City of Oceanside 2017), there are no planned bicycle facilities improvements within the project study area.

Existing Transit Conditions

The project site is within 0.5 miles of the transit lines serviced by North County Transit District described below:

- Bus Route 303 – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop within 0.5 miles is located at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center, the San Luis Rey Transit Center, and the Vista Transit Center. The route operates at 15-minute headways on weekdays and weekends.
- Bus Route 309 – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard / Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the El Camino Real Sprinter Station, the Plaza Camino Real Transit Center, and the Encinitas Station. The route operates at 30-minute headways throughout the week.

- Bus Route 311 – This bus route provides services along Vandegrift Boulevard in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard / Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center and the Rancho Del Oro Sprinter station. The route operates at 20- to 30-minute headways during morning peak hours and 1-hour headways during evening peak hours Monday through Friday. This route does not operate on weekends.
- Bus Route 313 – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop within 0.5 miles is located at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center and the San Luis Rey Transit Center. The route operates on 1-hour headways Monday through Friday and does not operate on the weekends.
- Bus Route 315 – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard / Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the Plaza Camino Real Transit Center, and the Carlsbad Village Station. The route operates at 1-hour headways throughout the week.

Pedestrian Conditions

Sidewalks are present along both sides of the roadway for all roadways within a 0.5-mile walking distance from the project site. These existing pedestrian facilities are mostly surrounded with single-family residential land uses with the exception of the commercial land use fronting North Redondo Drive and Vandegrift Boulevard.

Sidewalks are proposed along the project frontage along Monica Circle and Macario Drive. Sidewalks are also proposed throughout the internal roadways providing direct access to the dwelling units and on-site amenities (pet station, play areas, picnic pavilion, benches, and gardens).

4.15.2 Regulatory Setting

State

California Department of Transportation

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and LOS at such facilities, Caltrans may recommend measures to mitigate the traffic impacts.

Assembly Bill 1358 – California Complete Streets Act of 2008

The California Complete Streets Act of 2008 (Assembly Bill 1358) requires circulation elements as of January 1, 2011, to accommodate the transportation system from a multi-modal perspective, including public transit, walking, and biking, which have traditionally been marginalized in comparison to autos in contemporary American urban planning.

Senate Bill 743, California Environmental Quality Act Guidelines Update

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including CEQA Guidelines Section 15063.4, which implements SB 743. SB 743 required new metrics for analyzing transportation impacts under CEQA to provide an alternative to LOS. Measurements of transportation impacts may include VMT,[1] vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. In most cases, a project's effect on automobile delay will no longer constitute a significant environmental impact.[2]

The justification for this paradigm shift is that when significant impacts are identified under LOS and delay-based analyses, the mitigation is often to provide road improvements, which increase roadway capacity that inherently accommodates more vehicular traffic resulting in additional greenhouse gas emissions. In contrast, under a VMT-based analysis, mitigation typically takes the form of strategies intended to reduce rather than accommodate traffic, thereby reducing vehicle emissions. Lead agencies were tasked to transition to the new guidelines and establish thresholds for transportation impacts no later than July 1, 2020.

Local

City of Oceanside General Plan Circulation Element and Master Transportation Roadway Plan

As required by state law, the City has included and adopted a Master Transportation Roadway Plan as part of its General Plan. In tandem with the other elements of the City's General Plan, the Master Transportation Roadway Plan creates and addresses goals and policies as they related to the City's transportation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies (City of Oceanside 2012). Applicable General Plan goals and their corresponding policies are outlined in Table 4.10-1 in Section 4.10 of this EIR.

SANDAG's San Diego Forward: The Regional Plan

SANDAG's San Diego Forward: The Regional Plan (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California SB 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights

1 VMT refers to the amount and distance of automobile travel attributable to a project.
2 SB 743 also amends congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas (Governor's Office of Planning and Research 2019).

requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021).

Congestion Management Program

The 2008 Congestion Management Program for San Diego County was developed to meet the requirements of Section 65089 of the California Government Code. Since that time, the local agencies within San Diego County elected to opt out of the Congestion Management Program requirements, as allowed within the Government Code. As such, there are no Congestion Management Program-specific requirements associated with this project. However, to ensure the region's continued compliance with the federal congestion management process, SANDAG has prepared San Diego Forward: The 2021 Regional Plan in compliance with 23 Code of Federal Regulations 450.320. The Regional Plan incorporates performance monitoring and measurement of the regional transportation system, multimodal alternatives to single-occupancy vehicles, land use impact analysis, congestion management tools, and Integration with the Regional Transportation Improvement Program process.

City of Oceanside General Plan – Circulation Element

The City's General Plan contains a Circulation Element that is intended to guide the development of the local circulation system in a manner that is compatible with the General Plan Land Use Element. To help meet traffic demands and achieve balanced growth, the City has the following goals related to traffic (City of Oceanside 2012):

Goal 1: A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.

Goal 2: Alternative modes of transportation to reduce the dependence on the automobile.

Goal 3: Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

Goal 4: A citywide transportation system that integrates with the regional transportation system.

Goal 5: A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.

Objective: Implement a circulation system that provide a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.

Policy 2.4: The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

Master Transportation Roadway Plan

The Master Transportation Roadway Plan chapter focuses on providing the guidelines to provide a network of roadways throughout the City which form the transportation network.

Goal 1: A transportation network that supports safe and efficient travel for all modes of transportation.

Goal 2: A transportation network that is designed to accommodate the existing and future growth of the City of Oceanside.

Objective: Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods.

Objective: Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout Chapter 3 of the Circulation Element].

Policy 3.3: All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.

Policy 3.4: The City may permit construction of private streets within individual development projects, provided that:

- They are designed geometrically and structurally to meet City standards.
- Only project occupants are served.
- All emergency vehicle access requirements are satisfied.
- The streets do not provide direct through route between public streets.
- The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.

Policy 3.6: The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access:

The City shall prohibit driveway access to prime arterials.

Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity.

Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.

Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.

Policy 3.9: The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.

Policy 3.10: The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.

Policy 3.11: The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended.

Policy 3.12: The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.

Policy 3.14: The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.

Policy 3.15: The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.

Policy 3.20: If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.

Policy 3.21: The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed.

City of Oceanside Bicycle Master Plan

The City created a Bicycle Master Plan, which was approved in December 2008 and updated in 2017. The Oceanside Bicycle Master Plan is included as a sub-element of the City's General Plan Circulation Element and Recreational Trails Element. The Bicycle Master Plan intends to establish facilities for the City's bikeway system that could integrate with the existing San Diego County bikeway system and maximize efficiency between mass transit and bikeways. The City of Oceanside developed the following goal categories to create fundamental criteria

for the City's bikeway system: Popular, Systemic, Destination-Oriented, Safe, Designed to Standards, Maintained, Minimize Liability Exposure, Minimize Cost, Environmentally Sensitive, and Educational (City of Oceanside 2017).

City of Oceanside Pedestrian Master Plan

The City created a Pedestrian Master Plan, which was approved in November 2009. The Pedestrian Master Plan is intended to guide how the City plans and implements pedestrian projects. The goals of the Pedestrian Master Plan aim to improve safety, walkability, connectivity, accessibility, alternative transportation, neighborhood quality, and funding. The plan identifies and prioritizes pedestrian projects based on technical analysis and community input.

4.15.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on CEQA Guidelines Appendix G. According to CEQA Guidelines Appendix G, a significant impact related to traffic and circulation would occur if the proposed project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

In accordance with the above significance criteria, this analysis uses the following standards to evaluate traffic impacts.

CEQA Consistency

An assessment was conducted to determine the impacts on VMT for the project. This assessment utilizes methodologies presented within the OPR Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. VMT analyses are required in all CEQA documents as of July 1, 2020.

The City of Oceanside utilizes the San Diego Traffic Engineers' Council/Institute of Transportation Engineers (SANTEC/ITE) Guidelines for Transportation Impact Studies in the San Diego Region (SANTEC/ITE 2019) to establish thresholds and methodology for VMT analysis. Based on the recommendations of the ITE for the San Diego region, a VMT analysis for CEQA is not required for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 average daily trips (ADT). This is based on keeping consistent with the thresholds previously used and SANDAG's (Not So) Brief Guide Trip Generation (2002). These thresholds are based on the understanding that SANDAG trip generation rates differ from ITE trip generation rates on which OPR's recommendations are based.

The project is inconsistent with the City's adopted General Plan and is calculated to generate more than 1,000 ADT, as further discussed in Section 4.15.4. Therefore, a Transportation VMT CEQA Analysis is required and is discussed below.

Geometric Design and Emergency Access

To determine impacts related to hazards due to a geometric design feature and emergency access adequacy, a review of compliance with the City's roadway standards is utilized. City roadway and emergency access requirements are considered to address roadway safety and adequate emergency access. If a feature does not comply with the standards, then further review is necessary to determine if a potential hazard or inadequate emergency access would occur.

4.15.4 Impacts Analysis

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The project site is located on a vacant property formerly the site of Pacifica Elementary School. There are numerous existing bicycle, pedestrian, and transit facilities in the immediate project area. The entrance to the project site is located at the corner of Monica Circle and Macario Drive. The proposed residential buildings would be accessed primarily via a new driveway at the intersection of Monica Circle and Macario Drive. Enhancements to this existing driveway will include special paving, landscaping, and signage to announce entry to the project site. The project driveway will function as a side-street stop-controlled intersection with full access. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

Pedestrian Facilities

Sidewalks are present along both sides of the roadway for all roadways within 0.5-mile walking distance from the project site. These existing pedestrian facilities are mostly surrounded with single-family residential land uses with exception to the commercial land use fronting North Redondo Drive and Vandegrift Boulevard. Americans with Disabilities Act (ADA)-compliant sidewalks are proposed along the project frontage along Monica Circle and Macario Drive. Pedestrian access would also be provided via ADA compliant sidewalks throughout the project site connecting the proposed dwelling units and on-site amenities. The proposed sidewalk improvements would be consistent with the General Plan Circulation Element goal of providing alternative modes of transportation to reduce the dependence on automobiles. The proposed improvements would also increase walkability, connectivity, and accessibility consistent with the goals of the City's Pedestrian Master Plan.

Bicycle Facilities

Per direction in the Traffic Impact Analysis Guidelines, the analysis of bicycle facilities consists of documenting bicycle infrastructure available including any opportunities or deficiencies such as bike lanes, bike buffers, or bike boxes from the project access points extending in each direction to the nearest intersection with a classified roadway or connection with a Class I path (City of Oceanside 2020). There are no Class I bicycle facilities surrounding the site; however, Class II bicycle facilities exist along Vandegrift Boulevard and North River Road. Per the City of Oceanside Bicycle Master Plan (2017 Update), there are no planned bicycle facilities improvements within the project study area (City of Oceanside 2017). No deficiencies were observed and no improvements to bicycle facilities are proposed as part of the project.

Transit Facilities

The project area is provided transit service via the North County Transit District, which operates 12 bus routes in Oceanside. The project site is within 0.5 miles of Bus Routes 303, 309, 311, 313, and 315. The nearest bus stops to the project site are located at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center (Appendix L).

Construction Traffic

Construction of the proposed project would have the potential to create temporary traffic impacts by the generation of construction-related traffic (construction workers, and vendor and haul trucks) to and from the project site; however, traffic generated by the construction phase would be removed from the street network once the project is completed. All construction-related traffic would access the project site via the proposed entrance at the corner of Monica Circle and Macario Drive. Most of the construction activities would occur on the project site. For any potential construction-related activities in the public right-of-way during the construction period, applicable City regulations and policies require two-way traffic to be maintained.

Conclusion

The project site is located near existing roadway infrastructure, and existing bicycle, pedestrian, and transit (closest bus stop located at the Vandegrift Boulevard and Gold Drive intersection) opportunities as described in this section and throughout this EIR. The project's consistency with the City's General Plan Circulation Element goals and policies is outlined in Table 4.10-1 in Section 4.10, Land Use, of this EIR. The project would be consistent with all General Plan Circulation Element goals and policies. Based on the findings above, and in the discussion regarding VMT below, implementation of the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts are determined to be **less than significant**.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

An assessment was conducted to determine the impacts on VMT for the project. This assessment utilizes methodologies presented within the OPR Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. VMT analyses are required in all CEQA documents as of July 1, 2020.

The City of Oceanside utilizes the SANTEC/ITE Guidelines for Transportation Impact Studies in the San Diego Region (SANTEC/ITE 2019) to establish thresholds and methodology for VMT analysis. Based upon the criterion presented in Section 4.15.1.1, the project would not be screened out from conducting a VMT analysis for the following reasons:

- Although the project is located within 0.5-mile walking distance, without discontinuity of sidewalk or obstructions on the route, to the San Luis Rey Transit Center, the project is inconsistent with the City's General Plan.
- The project is not located in a low-VMT generating area per the most recent SANDAG SB 743 CMT screening maps.
- The project is not an affordable housing project.

As detailed in Appendix K, VMT Analysis, the proposed project's resident VMT per capita was obtained from the most recent SANDAG VMT screening maps. Per the City's Traffic Impact Analysis Guidelines, a residential project is

determined to have a significant impact if the project generates VMT per resident greater than 85% of the regional average (City of Oceanside 2020). The regional average VMT was determined using the SANDAG Series 14 ABM2+/2021 RP Year 2016 Base model. The regional average is 18.9 VMT per capita, and 85% of that would be 16.07 VMT per capita. Table 4.15-2 summarizes the results of the VMT analysis. As shown in Table 4.15-2, the project site is located within an area that generates 16.70 VMT per capita, which is greater than the threshold of 16.07 VMT per capita (Appendix K).

However, the project site is located in a suburban area (TAZ 266) composed mostly of single-family residential dwelling units (average density of 3.6 du/acre) which tend to have higher automobile ownership as compared to the region, and typically generate higher VMT per capita. Therefore, the surrounding single-family residential land uses are used to estimate the neighborhood's trip characteristics.

Per the California Air Pollution Control Officers Association (CAPCOA) report, Quantifying Greenhouse Gas Mitigation Measures, residential projects designed with a higher density of dwelling units compared to the average residential density in the United States exhibit lower VMT per capita (CAPCOA 2010). Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. Applying the percentage reduction in VMT to the project based on the measure described above yields a 9% reduction in VMT per capita. Based on this 9% reduction, it is estimated that the proposed project would actually result in 15.19 VMT per capita, which is less than the threshold of 16.07.

Furthermore, it is important to note that the project is located less than 0.5-mile walking distance from the San Luis Rey Transit Center. Therefore, the project's proximity to a high-quality transit station in connection with an increased residential density, resulting in a 9% reduction in VMT, would result in a **less-than-significant** impact. Nonetheless, two VMT reduction strategies have been included as mitigation measures (MM) in order to encourage alternative modes of transportation (**MM-TRA-1** and **MM-TRA-2**).

Table 4.15-2. Project VMT Analysis

Metric	VMT per Resident
Regional Average	18.90
Significant Impact Threshold (85%)	16.07
Proposaed Project Traffic Analysis Zone	16.70
VMT Reduction (Increased Residnetial Density)	**9%**
Project VMT	**15.19**
Significant impact	**No**

Source: Appendix K.
Note:
[1] Regional Average x 85%

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As previously discussed, the entrance to the project site is located at the corner of Monica Circle and Macario Drive. The proposed residential buildings would be accessed primarily via a new driveway at the intersection of Monica Circle and Macario Drive. Improvements to this new driveway will include special paving, landscaping, and signage to announce entry to the project site. The project driveway will function as a side-street stop-controlled intersection

with full access. A secondary emergency access-only driveway (accessible via knox box) would be located at the terminus of Malaga Drive. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

Internal roadways within the project site would allow for two-way flow of vehicle traffic. Dead-end aisles between buildings provide direct access to garages for each dwelling unit. Guest parking would be provided throughout the project site.

Pedestrian access would be provided by pathways throughout the project site to connect the proposed buildings and open space areas. The project would link to the existing sidewalk system within the area to provide pedestrian connections to surrounding amenities. The project includes sidewalk improvements along the project frontage. Curb ramps at the project driveways would be constructed to be compliant with ADA standards.

The project does not include any sharp curves or dangerous intersections that could result in the potential for increased hazards. All proposed circulation and vehicle use on site would be typical of a multifamily residential development. Additionally, final project plans would be subject to City review to ensure adequate access points and mobility. For these reasons, impacts are determined to be **less than significant**.

Would the project result in inadequate emergency access?

The project would provide two access point for emergency responders at the main entrance to the project site at the corner of Monica Circle and Macario Drive and a secondary emergency access-only driveway located at the terminus of Malaga Drive. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. The proposed project would not require the full closure of any public or private streets or roadways during construction or operation and would not impede access of emergency vehicles to the project or any surrounding areas. During the proposed sidewalk and driveway improvements, the project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is a standard City requirement and a condition of approval required for projects that involve improvements within a right-of-way or access easement and would be subject to approval by the City Traffic Engineer.

The project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access. Final site plans for the project would be subject to review by the Oceanside Fire Department, prior to project development. Therefore, the proposed project would not result in inadequate emergency access, and impacts would be **less than significant**.

4.15.5 Cumulative Analysis

It is expected that VMT analyses fully analyzing project-specific impacts within their respective study areas would be prepared for all cumulative projects consistent with City Guidelines. These reports would be expected to provide an analysis on VMT impacts and include mitigation measures necessary to address any potentially significant impacts. Furthermore, all cumulative projects would be required to comply with applicable City regulations related to transportation and circulation, as the proposed project does. Therefore, it is determined that cumulative impacts to transportation as a result of project implementation would be **less than significant**.

4.15.6 Mitigation Measures

To reduce the average VMT per capita, it is recommended that the project implements a Transportation Demand Management Program. A Transportation Demand Management program would facilitate increased opportunities for walking and bicycling, and provide the resources, means, and incentives for ridesharing and carpooling. The recommendations in the SANDAG Mobility Management Guidebook/VMT Reduction Tool were taken into consideration initially; however, this tool does not provide quantifiable strategies that are applicable to the project. Therefore, non-quantifiable methods and strategies contained in the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Report) were considered for application instead.

The CAPCOA Report provides mitigation measures, which would be considered non-quantifiable for the project due to the implementation requirements or measure description in relation to the project's land use (i.e., a residential project rather than an employment project). Nonetheless, the project would implement the following non-quantifiable VMT reduction strategies to encourage alternative modes of transportation:

MM-TRA-1 Creation and distribution of a "new resident" information packet addressing alternative modes of transportation (CAPCOA T-7: Implement Commute Trip Reduction Marketing).

MM-TRA-2 Provide on-site bike parking (CAPCOA T-10: Provide End-of-Trip Bicycle Facilities).

4.15.7 Level of Significance After Mitigation

The proposed project's VMT per capita is anticipated to fall under the significance threshold per the City's Traffic Impact Analysis Guidelines based on the reductions in VMT per capita provided by the increased residential density. Therefore, impacts would be **less than significant**.

4.16 Tribal Cultural Resources

This section describes the existing setting for Tribal Cultural Resources (TCRs), identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Pacifica Project (proposed project or project). This analysis is based on the Negative Cultural Resources Inventory Report prepared for the proposed project (Appendix E), as well as Assembly Bill (AB) 52 consultation between the City of Oceanside (City) and interested tribes.

4.16.1 Existing Conditions

As described in Section 4.4, Cultural Resources, the project site falls within Sections 4 and 33 of Township 10 South, 11 South, Range 4 West of the Morro Hill, California 7.5-minute U.S. Geological Survey Topographic Quadrangle Map. The project site is bound to the north by single-family homes fronting Claire Drive; to the east by single-family homes fronting Roja Drive; to the south by single-family homes fronting North Redondo Drive; and to the west by open space. The San Luis Rey River is located approximately 0.4 miles southeast of the project site.

According to the Geotechnical Evaluation Report (Appendix F), artificial fill was encountered to depths ranging between 2 to 25.5 feet below existing grade with the average depth across all borings ranging from 10 to 15 feet deep and located within the majority of the project site. Alluvial soils (Quaternary Alluvium) were encountered in six borings to depths ranging between 11 to 46.5 feet below existing grades and located within the central sections of the project site. Tertiary-age Santiago Formation (sedimentary bedrock) was encountered in eight borings at depths between 2 to 26.5 feet below existing grades and located in the northern and southern sections of the project site. The site was previously an alluvial canyon underlain by young to older alluvial deposits and bedrock of the Santiago Formation.

Historical maps indicate that the property was located within a canyon until around 1946, when an earthen dam was constructed, creating a large reservoir. Over time, the reservoir's storage volumes were reduced, and in 1967 the reservoir appears to have been drained and was subsequently filled to create the building pad for the school site. School records indicate the school was built in 1972 and opened in 1980. Buildings first appear in historical aerial photographs in 1978, The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake and modular structures were used until the school closed in 2007. The site now includes remnant pavement, parking lot, and playground areas, as well as curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department (Appendix F).

South Coastal Information Center Records Search Results

As described in Section 4.4, Cultural Resources, Dudek conducted a records search at the South Coastal Information Center (SCIC) for the project site and a 1-mile radius buffer around the project on October 28, 2022 (Confidential Appendix A to Appendix E of this environmental impact report). The records search results indicate that 56 previous cultural resources studies have been conducted within 1 mile of the project site. The SCIC records search also revealed that no cultural resources have been recorded within the project site. The records search identified a total of 32 cultural resources within the 1-mile search radius of the project site (see Table 4.4-2 in Section 4.4). Of the total 32 resources identified in the 1-mile search radius of the project site, 26 are prehistoric resources, 5 are historic resources, and 1 is a multicomponent site. No historic addresses have been recorded within the project site; however, one historic address is located within the within the 1-mile search radius of the project site.

Native American Heritage Commission and Tribal Correspondence

As described in Section 4.4 Cultural Resources, a search of the Native American Heritage Commission (NAHC) Sacred Lands File was requested by Dudek on September 9, 2022, for the project site and a 1-mile buffer. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in SCIC database. The NAHC replied on November 8, 2022, and the results were negative. The NAHC additionally provided a list of Native American tribes and individuals/organizations with traditional geographic associations that might have knowledge of cultural resources in this area.

Outreach letters were mailed on November 28, 2022, to all Native American group representatives included on the NAHC contact list (Appendix E). The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the project site. The Rincon Band of Luiseño Indians responded on December 12, 2022, recommending the presence of a Rincon tribal monitor during the pedestrian survey and a copy of the cultural resources study. The Viejas Band of Kumeyaay Indians responded on December 28, 2022, and requested a Kumeyaay Cultural monitor to be on site during ground-disturbing activity and would like to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains. The NAHC correspondence is included in Appendix B to Appendix E.

In compliance with AB 52, the City, as lead agency, is responsible for conducting government-to-government consultation with tribal entities.

Intensive Pedestrian Survey

As described in Section 4.4 Cultural Resources, Dudek archaeologist Makayla Murillo conducted an intensive level pedestrian survey of the project site on September 21, 2022. Saving Sacred Sites Native American monitor Vii Sialoi participated in the pedestrian survey. All survey work was conducted employing standard archaeological procedures and techniques consistent with the Secretary of the Interior Standards. The survey involved walking 15-meter interval survey transects in a north–south direction for the project site. Within the transects, the ground surface was examined for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, features indicative of the current or former presence of structures or buildings (e.g., standing exterior walls, post holes, foundations), and historic artifacts (e.g., metal, glass, ceramics, building materials). Ground disturbances such as burrows, cut banks, and drainages were also visually inspected for exposed subsurface materials.

The entire project site has been entirely disturbed, as evidenced by the presence of paved concrete and asphalt foundations, streetlights, children's sandbox, a standing shade structure, and parking lot associated with the previous public elementary school. Approximately 36% of the project site is paved with asphalt or concrete, while the rest of the project site consists of vegetation, including non-native grass, flat-topped buckwheat, and ice plants. A few non-native trees consisting of palm trees, eucalyptus, and peppertrees are present within the project site.

4.16.2 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (16 USC 470 et seq.) establishes the federal policy for preservation of historical resources, including archaeological sites, and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (e.g., historic properties) prior to undertakings.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the National Register of Historic Places [NRHP]). It also gives the Advisory Council on Historic Preservation and the state historic preservation offices an opportunity to consult.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

Executive Order 11593 (36 FR 8921) (1) orders the protection and enhancement of the cultural environment through requiring federal agencies to administer the cultural properties under their control in a spirit of stewardship and trusteeship for future generations; (2) initiates measures necessary to direct their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved, restored, and maintained for the inspiration and benefit of the people; and (3) in consultation with the Advisory Council on Historic Preservation, institutes procedures to assure that federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance (16 USC 470-1).

National Register of Historic Places

The NRHP is the nation's official list of historic places. The National Park Services oversees the register, which requires that a property or resource eligible for listing in the register meet one or more of the following four criteria at the national, state, or local level to ensure integrity and obtain official designation:

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.
- The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historic significance. The register has identified the following seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Properties are nominated to the register by the state historic preservation officer of the state in which the property is located, by the federal preservation officer for properties under federal ownership or control, or by the tribal preservation officer if on tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards used by every state. Once a property is listed in the NRHP, it becomes searchable in the NRHP database of research information. Documentation of a property's historic significance helps encourage preservation of the resource.

State

California Register of Historical Resources

Under the California Environmental Quality Act (CEQA), the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1[a]). A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history (California Public Resources Code section 5024.1[c]).

Resources less than 50 years old are not considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (see 14 CCR, Section 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing on the NRHP are automatically listed on the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer maintains the CRHR.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological and historic resources:

1. California Public Resources Code Section 21083.2(g): Defines "unique archaeological resource."
2. California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a): Define historical resources. In addition, CEQA Guidelines Section 15064.5(b) defines the phrase

"substantial adverse change in the significance of an historical resource" and defines the circumstances when a project would materially impair the significance of a historical resource.

3. California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. California Public Resources Code Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including options of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Native American Historic Cultural Sites (California Public Resources Code Section 5097 et seq.)

California Public Resources Code Sections 5097–5097.6 identify that the unauthorized disturbance or removal of archaeological or historical resources located on public lands is a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (express permission) on public lands, and it provides for criminal sanctions.

This section was amended in 1987 to require consultation with the NAHC whenever Native American graves are found. Violations that involve taking or possessing remains or artifacts are felonies.

California Public Resources Code, Section 5097.5, states that "no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historic feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

Assembly Bill 52

California AB 52, which took effect July 1, 2015, establishes a consultation process between California Native American tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to TCRs. California Public Resources Code Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that is either:

1. listed or eligible for listing in the CRHR or a local register of historical resources, or
2. determined by a lead agency to be a TCR.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act) (25 USC, Chapter 32), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the County Coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the most likely descendant, and with the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the most likely descendant by the NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains, and items associated with Native Americans.

Local

City of Oceanside General Plan

Cultural resources are addressed in the City of Oceanside General Plan Environmental Resources Management Element and the Land Use Element. The Environmental Resources Management Element identifies several

important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element has the following objective for cultural sites (City of Oceanside 2002a):

- Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes.

In order to achieve this objective, the City will:

1. Encourage the use of "O" zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.
3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

The Land Use Element provides designations for historic areas in order to preserve cultural resources. The Land Use Element states the following policy relevant to historic sites (City of Oceanside 2002b):

> 1.33 Historic Areas and Sites, Policy A: The City shall utilize adopted criteria, such as the "Mission San Luis Rey Historic Area Development Program and Design Guidelines," to preserve and further enhance designated historic or cultural resources.

The Land Use Element further contains the following policies regarding cultural resources:

> 3.2A: The City shall encourage open space land use designations and open space land use designations and open space zoning or open space easements for the preservation of cultural resources.
>
> 3.2B: The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
>
> 3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.
>
> 3.2D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:
>
> 1. The site is completely or largely in a natural state;
> 2. There are recorded sites on nearby properties;
> 3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
> 4. The project site includes large boulders and/or oak trees; or
> 5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

Chapter 14A of the City's Municipal Code, referred to as the Historic Preservation Ordinance, identifies evaluation criteria under which a historical site or area may be designated in Section 14A.6, as follows:

a) It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
b) It is identified with persons or events significant in local, state, or national history; or
c) It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
d) It is representative of the notable work of a builder, designer, or architect; or
e) It is found by the council to have significant characteristics which should come under the protection of this chapter.

4.16.3 Thresholds of Significance

The significance criteria used to evaluate project impacts to TCRs are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to TCRs would occur if the proposed project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.16.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

> ***A Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or***
>
> ***B A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Under California's AB 52, TCRs are defined as archaeological resources that are eligible for or listed in the CRHR, or resources that the lead agency determines to be a TCR with a substantial burden of evidence. To date, no TCRs have been identified that would be impacted by project implementation. Tribal consultation with the City is ongoing; however, to date, the City received one letter from the Rincon Band of Luiseño Indians on March 9, 2023, recommending tribal monitoring for all ground-disturbing activities.

As described above, outreach letters were mailed on November 28, 2022, to all Native American group representatives included on the NAHC contact list (Appendix E). The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the project site. The Rincon Band of Luiseño Indians responded on December 12, 2022, recommending the presence of a Rincon tribal monitor during the pedestrian survey and a copy of the cultural resources study. The Viejas Band of Kumeyaay Indians responded on December 28, 2022, and requested a Kumeyaay Cultural monitor to be on site during ground-disturbing activity and would like to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains.

The NAHC correspondence and tribal letters have been forwarded to the City and are included in Appendix B to Appendix E. In compliance with AB 52, the City, as lead agency, is responsible for conducting government to government consultation with tribal entities. No other communications between Dudek and the tribes has occurred since then.

As described in Section 4.4 of this EIR, there is low sensitivity of identifying intact subsurface cultural resources deposits during project implementation. While considered unlikely based on the SCIC records search and correspondence with the tribes, there remains the potential for the project to encounter previously unknown and unanticipated TCRs during construction of the proposed project. Therefore, as recommended in the Negative Cultural Resources Inventory Report (Appendix E), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, potential impacts could occur, and mitigation would be required.

Additionally, although no evidence of human remains was discovered within the project site during the field surveys, and the project site is not used as a cemetery nor otherwise known to contain human remains, this does not preclude finding human remains during project excavation and grading activities. As a standard construction practice, and in accordance with California Health and Safety Code Section 7050.5, if human remains are found,

the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the Most Likely Descendant from the deceased Native American. The Most Likely Descendant shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

To ensure project development would not result in potential impacts to TCRs or human remains, the project would implement mitigation measures (MM) **CUL-1**, **MM-CUL-2**, and **MM-TCR-1** through **MM-TCR-8**, outlined below. Prior to implementation of the recommendations in the Negative Cultural Resources Inventory Report (Appendix E) and implementation of mitigation measures, potential impacts to TCRs would be **potentially significant**.

4.16.6 Cumulative Analysis

According to CEQA, a significant impact could occur if a project would cause a substantial adverse change in the significance of a TCR, defined in California Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. The cumulative study area includes the project area and all cumulative project sites.

Regarding historic resources, no historic resources exist at the project site. Thus, no historical resources, as defined under CEQA, will be impacted by the project. This includes no direct, indirect, or cumulative impacts. Regarding TCRs, while considered unlikely based on the SCIC records search and correspondence with the tribes, there remains the potential for the project to encounter previously unknown and unanticipated TCRs during construction of the proposed project. Other cumulative projects being analyzed under CEQA would also be required to perform a records search; the City would need to conduct tribal outreach according to AB 52 and/or Senate Bill 18; and potential impacts to TCRs would need to be analyzed and mitigated.

The proposed project would implement **MM-CUL-1, MM-CUL-2,** and **MM-TCR-1** through **MM-TCR-8**. These mitigation measures require tribal monitoring during ground disturbance, establish procedures if a TCR is found, and protect human remains. There is the potential for nearby cumulative projects, especially those that would result in ground-disturbing activities that would impact intact native soils, to inadvertently discover and adversely affect historical resources, archaeological resources, or TRCs. Cumulative projects would be required to implement appropriate mitigation measures to reduce potential impacts, as required by state and local laws and regulations. When considered with other foreseeable projects, cumulative impacts would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

4.16.7 Mitigation Measures

Although impacts to TCRs are not anticipated, to ensure project development would not result in potential impacts to tribal cultural resources, the project would implement **MM-CUL-1** and **MM–CUL-2** (as listed in Section 4.4), in addition to the following mitigation measures (**MM-TCR-1** through **MM-TCR-8**):

MM-TCR-1 Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring

Agreement with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe." A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe" for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.

MM-TCR-2 Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.

MM-TCR-3 The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.

MM-TCR-4 The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources.

MM-TCR-5 In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.

MM-TCR-6 The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the project site, they may be stored in off-site facilities located in San Diego County.

If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.

MM-TCR-7 The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation.

MM-TCR-8 Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the

Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.

4.16.8 Level of Significance After Mitigation

Project implementation of the recommendations in the Negative Cultural Resources Inventory Report (Appendix E) and implementation of mitigation measures **MM-CUL-1**, **MM-CUL-2**, and **MM-TCR-1** through **MM-TCR-8,** would ensure that potential impacts to TCRs, including human remains, would remain **less than significant**.

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4.17 Utilities and Service Systems

This section describes the existing utilities and service system conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts to utilities and service systems, and identifies mitigation measures related to implementation of the Pacifica Project (project or proposed project) in the City of Oceanside (City). This section analyzes the proposed project's potential impacts on public utilities, including wastewater, water, storm drains, and solid waste disposal.

The following analysis is based on the Drainage Study (Appendix H), and Storm Water Quality Management Plan (Appendix I), prepared by Hunsaker and Associates in 2022. In addition, analysis is based on the Water System Analysis (Appendix M), and Sewer System Analysis (Appendix N) that were prepared for the project by Dexter Wilson Engineering in June 2023.

4.17.1 Existing Conditions

Domestic Water Supply

The City's Water Utilities Department Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the San Diego County Water Authority (SDCWA) and treats it at the Robert A. Weese Filtration Plant (Weese Plant), which is in the process of being upgraded from a capacity of 25 million gallons per day (mgd) to 37.5 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

For potable water service, the project site is located in an area served by the Talone 320 Pressure Zone. Existing water facilities in the vicinity of the project site include 6-inch-diameter water lines in Monica Circle and Macario Drive, and 8-inch-diameter water lines in Macario Drive and Roja Drive, see Figure 4.17-1, Existing Water Facilities. These water lines are served by the Talone 320 Pressure Zone.

In addition to potable water requirements, the project area also requires certain levels for fire hydrant flows. The requirements for fire hydrant flows are detailed in the City's Design and Construction Manual, which identifies the fire flow requirement, absent additional information, for multifamily residential development to be 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual for water system planning purposes.

Under existing conditions, the project site is undeveloped and does not use any potable water. Water service would be provided via new connections to the existing public water system.

Wastewater Treatment

In the City of Oceanside, wastewater is collected and treated by the City's Water Utilities Department, Wastewater Division. The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. Staff is responsible for operating and maintaining over 450 miles of pipelines and 34 lift stations. The division also owns, operates, and maintains the San Luis Rey Wastewater Reclamation Facility (SLRWRF; originally called the San Luis Rey Wastewater Treatment Plant) and the La Salina Wastewater Treatment Plant. The SLRWRF is currently being expanded (secondary treatment capacity expanding from 13.5 million mgd in 2020 to 17.4 mgd in 2045). The City is currently in the process of decommissioning the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd) (City of Oceanside 2021a).

Sewer service would be provided to the project site by the City of Oceanside Water Utilities Department via existing public sewer lines. There are two existing gravity sewer lines in Monica Circle and Macario Drive (off site), an existing public lift station located near the existing driveway (on site), and an associated force main in Macario Drive and Roja Drive (off site), see Figure 4.17-2, Existing Sewer Facilities.

Storm Drain Facilities

In San Diego County, stormwater discharges from any development to municipal storm drain systems are regulated by the San Diego Regional Water Quality Control Board. The City is responsible for local administration of storm water management requirements and has developed a Best Management Plan (BMP) Design Manual as a resource document, which is designed to facilitate the implementation of the requirements of the Regional Water Quality Control Board Municipal Separate Storm Sewer System (MS4) Permit (City of Oceanside 2021b).

In existing conditions, the project site is currently vacant and was previously the site of the former Pacifica Elementary School. On-site runoff from the northeaster portion of the site drains in a southwest direction and is then captured via existing grate inlets and routed to the existing 24-inch storm drain. The existing 24-inch storm drain runs across the site in a southwesterly direction carrying flows (along with bypassed off-site flows coming from Macario Drive) to do a discharge location in an existing channel. Runoff from the rest of the site is conveyed via surface flow in a southwest direction towards the discharge point.

Solid Waste and Recycling

Waste Management and Agri Service Inc. provide solid waste and recycling services to the City of Oceanside. Waste Management disposes of solid waste collected in the City of Oceanside at the El Sobrante Landfill located at 10910 Dawson Canyon Road, Corona, California 92883 (City of Oceanside 2012). The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 143,977,170 tons and projected closure date of January 1, 2051 (CalRecycle 2019). The City adopted and enacted the Zero Waste Strategic Resource Management Plan, which established methods to reach the goal of diverting 75% of solid waste by 2020, working in conjunction with the goals of City Council's adoption of Resolution No. 10-R0636-1, the State of California Assembly Bill (AB) 341 (City of Oceanside 2012).

Electricity, Natural Gas, and Telecommunication Facilities

Electricity would be provided to the site by San Diego Gas and Electric Company (SDG&E). SDG&E provides electric services to 3.7 million customers through 1.49 million electric meters located in a 4,100-square-mile service area that includes San Diego County and southern Orange County (SDG&E 2023). According to the California Public Utilities Commission, SDG&E customers consumed approximately 19,045 million kilowatt-hours of electricity in 2020 (CEC 2020).

SDG&E also provides natural gas utility service; however, the project site does not propose to use or connect to any natural gas facilities.

Regarding telecommunication facilities, existing infrastructure is available surrounding the project site that can provide telephone, cable TV, and internet service. These services would be available from a variety of providers.

4.17.2 Regulatory Setting

Federal

Federal Clean Water Act

The Federal Water Pollution Control Act (also known as the Clean Water Act) is the principal federal statute that addresses water resources. The statute employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The broad goal is to restore and maintain the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water." Section 402 of the Clean Water Act authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites 1 acre or larger to prepare a stormwater pollution prevention plan for construction activities and obtain authorization to discharge stormwater under a NPDES construction stormwater permit.

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency to set national health-based standards for drinking water to protect against both naturally occurring and human-made contaminants that may be found in drinking water. The U.S. Environmental Protection Agency, states, and water systems work in collaboration to ensure the standards are met.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (40 CCR, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

California Code of Regulations, Titles 14 and 27

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and operation of landfills, transfer stations, and recycling facilities.

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management (CIWM) Act of 1989 (AB 939) was enacted as a result of a national crisis in landfill capacity, as well as a broad acceptance of a desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2020, and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements include encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under CIWM board (CIWMB) regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfills operations and solid waste facilities.

In 2011, AB 341 was passed, making a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. AB 341 requires that local agencies adopt strategies that will enable 75% diversion of all solid waste by 2020. This bill requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multifamily apartments with five or more units are also required to form a recycling program. At least one of the following actions are required:

- Source separate recyclable and/or compostable material from solid waste and either self-haul, subscribe to a recycling program through a waste hauler, and/or otherwise arrange for pick-up of the recyclable and/or compostable materials separately from the solid waste to divert them from disposal.
- Subscribe to a service that includes mixed waste processing alone or in combination with other programs, activities, or processes that divert recyclable and/or compostable materials from disposal and yield diversion results comparable to source separation.
- Property owners of commercial or multifamily complexes may require tenants to source separate their recyclable materials. Tenants must source separate their recyclable materials if required to by property owners of commercial or multifamily complexes.

Senate Bill 1374: Construction and Demolition Waste Reduction

Senate Bill (SB) 1374 requires that annual reports submitted by local jurisdictions to CIWMB include a summary of the progress made in the diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency that required 50% to 75% diversion

of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's model by default.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those Groundwater Sustainability Agencies to adopt groundwater sustainability plans for crucial groundwater basins in California.

Sanitary Sewer General Waste Discharge Requirements

On May 2, 2006, the State Water Resources Control Board adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1.0 mile of sewer pipe. The order provides a consistent statewide approach to reducing sanitary sewer overflows by requiring public sewer system operators to take all feasible steps to control the volume of waste discharges into the system in order to prevent sanitary sewer waste from entering the storm sewer system, and to develop a Sewer System Management Plan. The General Waste Discharge Requirement also requires that storm sewer overflows be reported to the State Water Resources Control Board using an online reporting system.

California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24, is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and non-residential buildings. CALGreen standards are updated periodically. The latest version (CALGreen 2019) became effective on January 1, 2020. The Mandatory CALGreen standards pertaining to utilities and service systems include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.

- Mandatory reduction in outdoor water use through compliance with a local water-efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Diversion of 65% of construction and demolition waste from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs.

Local

City of Oceanside General Plan

The relevant elements of the Oceanside General Plan to utilities and service systems are the Environmental Resource Management Element and the Hazardous Waste Management Element. All other specific plans and programs adopted by the City of Oceanside are consistent with the General Plan and its elements.

Environmental Resource Management Element

The Environmental Resource Management Element is designed to conserve natural resources and enforce the principles of conservation, which are the preservation, planned management, and wise utilization of natural resources (City of Oceanside 2002a). The General Plan Environmental Resources Management Element contains the following goals, policies, objectives that are relevant to the project.

Natural Resource Preservation

Goal 1: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

To implement the goal set forth for Natural Resource Preservation, the Environmental Resources Management Element identifies several objectives and associated policies related to utilities for the project:

Water

1. Plan for an adequate water system based on the projected needs of the City.
2. Investigate sources of local water supplies to reduce dependence on imported water.

Community Facilities Element

The City's General Plan Community Facilities Element contains goals, policies, and objectives related to the community's need for utilities and service systems (City of Oceanside 2002b).

Water and Sewer Systems

Objective: To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewer collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all Federal and State mandated programs.

Sanitary Sewer Policies

Policy 5.4 New development shall be responsible for on-site facility improvements required by that development.

Water Supply Policies

Policy 5.11 New development shall be responsible for on-site water facilities improvements required by that development.

Stormwater Management System

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigation the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Stormwater Management Policies

Policy 6.1: The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

Policy 6.2: All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides overall policy guidance for safe and effective managing of hazardous waste within the City of Oceanside. Items within this element's scope include hazardous waste facilities, pollution prevention, and waste reduction and elimination. There are no formal policies within this element that are applicable to the proposed project.

Urban Water Management Plan

As required by California Water Code Section 10617, the City of Oceanside is required to complete an urban water management plan (UWMP) every 5 years as an "Urban Water Supplier" (City of Oceanside 2016a). The City of Oceanside adopted the 2015 UWMP in June 2016 and adopted the 2020 UWMP in July 2021. The UWMP describes

current water system services, facilities, supplies, and demands and provides planning guidelines for future projections for water use (City of Oceanside 2021a).

Water Conservation Master Plan

The 2011 Water Conservation Master Plan makes recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009 and a reduction of 34 gallons per capita per day by 2020 (City of Oceanside 2016b). The Water Conservation Master Plan is consistent with the UWMP.

Zero Waste Strategic Resource Management Plan

In response to the adoption of Resolution No. 10-R0636-1 (City of Oceanside 2010) by the City of Oceanside City Council on August 25, 2010, to divert 75% of waste by 2020 (also aligned with AB 341), the City developed the Zero Waste Strategic Resource Management Plan (Zero Waste Plan). The Zero Waste Plan identifies and recommends strategies for the City to achieve this goal. At the time of the drafting of the Zero Waste Plan, the City of Oceanside had already reached 67% waste diversion, as previously described under Solid Waste and Recycling above (City of Oceanside 2012). The private companies contracted to provide solid waste and recycling services—Waste Management and Agri Service Inc.—are also working in support of the City of Oceanside to achieve this goal.

City of Oceanside Municipal Code

The City of Oceanside Municipal Code provides various chapters that define requirements for public facilities impact fees as a condition of approval of building permits for development projects. Specifically, Chapter 32C, Section 32C.3, states that "prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city's public facilities" (City of Oceanside 2021c). Public facilities, as defined by the City of Oceanside Municipal Code, are all governmental facilities within the City's General Plan, including water, sewer, and stormwater systems.

4.17.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the proposed project would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
3. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.17.4 Impacts Analysis

Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

As described in Section 4.17.1 above, the City's Water Utilities Department Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the SDCWA and treats it at the Weese Plant which has a current capacity of 25 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

Based on the water demand analysis provided in Appendix M, the proposed project would have an average potable water demand of 35,896 gpd. Maximum day demands would be 71,792 gpd or 50 gpm, and maximum peak hour demand would be 107,688 gpd or 75 gpm.

Per the City's requirements, the on-site water system for the project site would be private. The proposed on-site domestic water system would consist of 4-inch looped water mains around the site and down each private drive. Results of the domestic water system analysis indicates the proposed water system is adequate for domestic service. The results show that domestic demand can be achieved on site with a minimum residual pressure of 61 psi and that peak hour domestic demand can be achieved on site with a minimum residual pressure of 60 psi. In addition, the proposed on-site water system would consist of an 8-inch looped fire main, see Figure 4.17-3, Existing and Proposed Water Facilities. Results of the fire protection system analysis indicates the proposed water system would be adequate for fire protection. The results show that 1,500 gpm fire flow can be provided on site with a minimum residual pressure of 45 psi (Appendix M).

Two connections would be made for both domestic service and fire protection service to the site. Domestic and fire connections would be made at the Monica Circle/Macario Drive intersection and at the western terminus of Malaga Drive. The proposed project would upsize the existing 6-inch- diameter water lines in Monica Circle and Macario Drive to 8 inches in diameter in order to meet the City's current design standards.

The project would connect to available existing water utilities with on-site systems to serve the project. The proposed connections to existing water facilities would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City of Oceanside. No relocation or construction of new water facilities would be required to provide adequate service to the project. Construction-related impacts resulting from upsizing of the off-site water lines in Monica Circle and Macario Drive have been included as part of the project and analyzed throughout this environmental impact report and would not result in significant environmental effects; therefore, impacts related to water demand and service would be **less than significant**.

Wastewater Treatment

As described under Section 4.17.1 above, wastewater is collected and treated by the City's Water Utilities Department, Wastewater Division. The division owns and operates the SLRWRF, which is currently being expanded (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd) which is in the processes of being decommissioned (City of Oceanside 2021a). The project lies in the service area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista (City of Oceanside 2021a). The SLRWRF has maximum daily flowrate capacity of 3.0 mgd, and an annual average flowrate of 1.5 mgd (RWQCB 2019).

Based on the sewer generation analysis provided in Appendix N, the proposed project would have an average sewer flow of 22,960 gpd. Based on a peaking factor of 3.5, peak sewer flow generated by the proposed project would be 80,360 gpd.

The minimum sewer lateral size per the City's Design and Construction Manual is 4 inches. The proposed project would include construction of a public and private gravity collection system on site that would flow to a new public sewer lift station in the southwest corner of the project site. An existing public lift station located (on site) at the corner of Monica Circle and Macario Drive and the associated force main in Macario Drive and Roja Drive would be decommissioned, abandoned, and removed, and the new public lift station would be upsized to accept the existing flows, which have an average flow of 15,810 gpd and a peak flow of 55,335 gpd. Existing flows will be conveyed through new public lines that will run through the project's internal roadway system within a public utility easement. The new lift station would pump eastward through a public force main to the existing 8-inch public gravity sewer stub at Malaga Drive, see Figure 4.17-4, Existing and Proposed Sewer Facilities. The 8-inch sewer in Malaga Drive will be either CIPP lined or replaced. As described in Appendix N, it is determined that with the addition of sewer flows generated by the proposed project, the existing sewer system would still operate within the City's standards. The proposed sewer lines within the project site would be sufficient. Downstream, offsite, in the vicinity of the North Redondo Drive and North River Road intersection a segment of the existing gravity sewer system will be realigned and potentially upsized. Construction of the new lift station on site has been included as part of the project, and potential impacts have been analyzed within this EIR.

The proposed sewer system would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City, and no relocation or construction of new or expanded wastewater treatment facilities would be required as a result of project implementation. Therefore, impacts related to wastewater demand and service would be **less than significant**.

Storm Water Drainage

The proposed project would install dual storm drain systems (pipes, inlets, catch basins, brow ditches, and cleanouts). One of the dual systems is an 18-inch storm drain system necessary to collect and convey the 100-year runoff (on-site and comingled off-site flows) through the project site to a proposed biofiltration basin. This storm drain system would also address water quality, hydromodification, and peak flow attenuation. The second dual system would be a 24-inch bypass storm drain system, which is necessary to replace the existing 24-inch storm drain that runs through the site and conveys on-site and off-site flows to the existing western channel.

On-site runoff would be conveyed via street curb and gutter systems, to be captured by proposed inlets and routed via the proposed storm drain system to the biofiltration basin. The biofiltration basin would treat on-site and comingled off-site runoff, attenuate peak flows, and aid in addressing flow control hydromodification requirements.

The project's source control measures would include prevention of illicit discharges, storm drain stenciling, and protection of outdoor materials storage areas and trash storage areas. The project would be required to provide for ongoing implementation and maintenance of these features in accordance with the Storm Water Quality Management Plan (Appendix I).

The existing municipal storm drain system has sufficient conveyance capacity to accept the proposed runoff from the site that would be reduced by the proposed underground detention basin. The Drainage Study calculates existing and proposed stormwater runoff conditions by reviewing time of concentration, peak intensity, and peak flowrate of stormwater. Although there would be an overall increase in runoff from the project site due to project development, with implementation of the proposed underground detention basin, on-site runoff would be less than the existing rate (Appendix H). Implementation of the proposed underground detention basin would reduce peak runoff flowrate to below existing conditions, and no negative effects to downstream waterways are anticipated as a result of the increased flow during the peak of the 100-year storm (Appendix I). Therefore, the project would not contribute runoff that would exceed existing capacity of storm drain facilities, and no new or expanded facilities would be required offsite. Impacts would be **less than significant**.

Electric Power, Natural Gas, and Telecommunication Facilities

The proposed project would connect to existing SDG&E infrastructure for electricity and is estimated to consume approximately 696,446 kilowatt-hours of electricity annually. The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Title 24 of the California Code of Regulations outlines energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Implementation of the proposed project would not result in the reduction of substantial amounts of local or regional energy supplies compared to existing conditions. The resultant increase in energy demand would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond.

The project would not use or expand any natural gas facilities. Natural gas connection is not proposed as part of the project.

The project would connect to telecommunication facilities in the surrounding area, and residences would have the option of using a variety of different providers to serve their needs. No new or expanded telecommunication facilities would be required.

Impacts associated with electricity, natural gas, and telecommunication facilities would be **less than significant**.

Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As previously stated, the City's Water Utilities Department Water Division purchases approximately 85% of the City's water supply from the SDCWA and treats it at the Weese Plant, which has a current capacity of 25 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

The existing public water system would provide the necessary flow and pressure for the proposed project and for fire flow to the project site. Considering the capacity of the City's existing facilities, water demand generated by project implementation is expected to be adequately served.

Citywide water supply planning is completed via the UWMP (City of Oceanside 2021a). The project requires a General Plan and Zoning code amendment, and therefore water demand based on the project site being developed with residential land uses was not considered in the City and regional water supply documents. The project site currently has a General Plan land use designation of Civic Institutional (CI), which was the land use identified in the City's UWMP. Based on this designation, institutional uses would result in an average daily water demand of 1,675 gallons per acre per day, for a total of 24,371 gpd. It was estimated that the proposed project would have an average potable water demand of 35,896 gpd. Therefore, compared to what was assumed in the UWMP, the proposed project would only increase water demand on the project site by 11,525 gpd. While the proposed project would result in an increase in water demand compared to the existing land uses and to what was assumed in the 2020 UWMP, the City has sufficient water supplies from available entitlements and resources to serve the proposed project.

SDCWA's supply reliability analysis found that there would be reliable supplies for all years in a normal year, single-dry year scenario, and all 5 years of a multi-dry year scenario for 2025 through 2045. This analysis was completed using a conservative methodology that only considered member agencies' "verifiable" local supplies, in addition to SDCWA's supply projections and share of Metropolitan Water District supplies (City of Oceanside 2021a). Supply availability during dry conditions varies depending on the type of supply being considered. In SDCWA's analysis, groundwater and recycled water supplies are considered reliable under all scenarios, while availability of surface water supplies would decrease in the single and multiple dry-year scenarios. As demand increases under dry conditions and local supply availability decreases, member agency purchases from SDCWA would increase. SDCWA's analysis found that there would be sufficient supplies available through local and imported sources, or from storage, to meet demands across all of its member agencies in all years of each scenario (SDCWA 2021a).

The City has also developed the Oceanside Water Conservation Master Plan (City of Oceanside 2016b), that further ensures water availability to the City during drought years. Additionally, the project would include water conserving landscaping along with efficient irrigation design consistent with the City's water planning efforts. Additionally, the SDCWA has developed a Water Shortage Contingency Plan (SDCWA 2021b) as well that identifies ways in which the region can reduce water consumption during catastrophic events and in drought years. As part of the Water Shortage Contingency Plan, the Drought Ordinance established six drought stages of actions that can be taken to reduce water demand up to 50% or more. As the project is located within the City's service area, the project would adhere to water conservation measures imposed by the City.

It has been determined that sufficient water supply would be available to serve the project during normal, dry, and multiple dry years, and therefore, impacts related to water supply are considered to be **less than significant**.

Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As described above, wastewater is collected and treated by the City's Water Utilities Department, Wastewater Division who own and operate the SLRWRF, which is currently being expanded (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd), which is currently being decommissioned (City of Oceanside 2021a). The project lies in the services area of the SLRWRF, which has a current treatment capacity of 3.0 mgd (City of Oceanside 2021a).

The project site is surrounded by existing sewer facilities that adequately serve existing development within the area. The peak daily flow for the project is determined to be 22,960 gpd. Based on SLRWF's maximum daily flowrate capacity of 3.0 mgd, the project's increase in average sewer flow would represent 0.8% of total treatment capacity. SLRWRF has an average annual flowrate of 1.5 mgd; thus, the facility has 1.5 mgd of remaining capacity. Based on existing facility capacity, estimated sewer generation from the project is expected to be adequately accommodated by the SLRWRF in addition to their existing commitments. The City of Oceanside, as the provider of wastewater facilities, would confirm availability of adequate wastewater treatment capacity, prior to approval of the proposed project.

As described in Appendix N, with the addition of sewer flows generated by the proposed project, the existing sewer system would still operate within the City's standards. The proposed sewer system connection would adequately serve the project, and the City would confirm availability of adequate treatment capacity prior to approval of the proposed project. Impacts related to wastewater service would be **less than significant**.

Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Solid waste collection and disposal is provided by the City through Waste Management of North County, a private company under franchise agreement with the City. Solid waste collected in the City goes through Palomar Transfer Station in Carlsbad, which is owned and operated by Republic Industries, before traveling to the final destination of El Sobrante Landfill in Riverside County. The El Sobrante Landfill is located east of Interstate 15 and south of the City of Corona, at 10910 Dawon Canyon Road in unincorporated Riverside County. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day, with an estimated remaining capacity of 143,977,170 tons and projected closure date of January 1, 2051 (CalRecycle 2019).

The solid waste generated during construction would primarily consist of discarded materials and packaging generated by the construction process. The proposed project would adhere to California Green Building Standards Code (CALGreen) Section 5.408.1, which requires a minimum of 65% of non-hazardous construction waste to be recycled or salvaged for reuse. Additionally, the project site is currently vacant, and no buildings would be demolished during construction, further minimizing waste generated during construction. Therefore, construction of the proposed project would not generate solid waste in excess of applicable standards or in excess of the capacity of local infrastructure.

Operation of the proposed project would result in ongoing solid waste generation at the site. As previously stated, waste from the project would be transported to the El Sobrante Landfill. The proposed project includes 164 multi-family residential units. The anticipated operational solid waste generation from the proposed project was estimated using CalRecycle's Estimated Solid Waste Generation Rates (CalRecycle 2019). It is estimated that the project (164 units) would generate approximately 2,006 pounds of solid waste per day (12.23 pounds per household). This does not consider any waste diversion through recycling. The project would be required to comply with applicable state and local regulations related to solid waste, waste diversion, and recycling at the time of development. No demolition activities are required prior to construction that would generate additional construction-related waste. El Sobrante Landfill's daily throughput and estimated remaining capacity is expected to sufficiently serve the proposed project's estimated daily waste. Additionally, the project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill. For these reasons, the project would result in **less-than-significant** impacts related to solid waste.

Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As previously stated, implementation of the project would not generate solid waste in excess of the capacity of local infrastructure. The project would comply with Chapter 13 of the City Municipal Code requiring residents and businesses to separate all recyclable material from other solid waste. The project would also comply with California AB 341 directing mandatory recycling for all business generating four or more cubic yards of waste and multifamily projects with five or more units. Additionally, the project would comply with California AB 1826, which requires public entities and multifamily projects to recycle organic waste. The proposed project would comply with the state and City regulations, providing enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards. This includes food waste, food-solid paper, green waste, landscaping and pruning waste, and non-hazardous wood waste. Therefore, the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Project impacts related to solid waste would be **less than significant**.

4.17.5 Cumulative Analysis

As with public services, cumulative impacts to utilities and services systems would result when projects combine to increase demand for utilities and service systems such that additional facilities must be provided or expanded. As with many other environmental issue areas, impacts to utilities may be less than significant at a project level, but when combined with other projects, effects could lead to a cumulative impact. The proposed project, in combination with cumulative projects, would result in an increase in water demand, wastewater generation, solid waste generation, and electricity consumption. The proposed project would not result in a cumulative impact related to natural gas because the proposed project does not include connection or use of natural gas.

All cumulative projects would be required to assess whether adequate infrastructure exists to serve the demand generated, and whether additional or expanded water infrastructure would be required. All projects would be required to construct water or wastewater infrastructure improvements in order to adequately serve the projects, if necessary. Individual assessments of water and wastewater services would be prepared, and mitigation would be provided if necessary to reduce a potential cumulative impact.

The proposed project would increase peak runoff flows from the project site. However, the proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that runoff would not exceed the existing or planned stormwater drainage systems. By incorporating stormwater drainage and water quality treatment systems, the proposed project would not contribute individually significant amounts of stormwater into the existing systems and therefore, would not contribute to a cumulative impact.

Regarding solid waste, the El Sobrante Landfill's daily throughput and estimated remaining capacity is expected to sufficiently serve the proposed project's estimated daily waste. The proposed project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill. During both construction and operation, the proposed project would comply with the City's Solid Waste and Recycling Code (Chapter 13 of the City's Municipal Code) by separating recyclables from solid waste. The proposed project would also be required to comply with required solid waste and recycling measures as provided in the California Green Building Standards Code. The proposed project would not contribute significant amounts of solid waste, which would result in the exceedance of landfill capacity.

Overall, cumulative impacts associated with utilities and service systems would be **less than significant**.

4.17.6 Mitigation Measures

Impacts related to utilities and service systems as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.17.7 Level of Significance After Mitigation

No substantial impacts related to utilities and service systems were identified; therefore, no mitigation measures are required. Impacts related to utilities and service systems would be **less than significant**.

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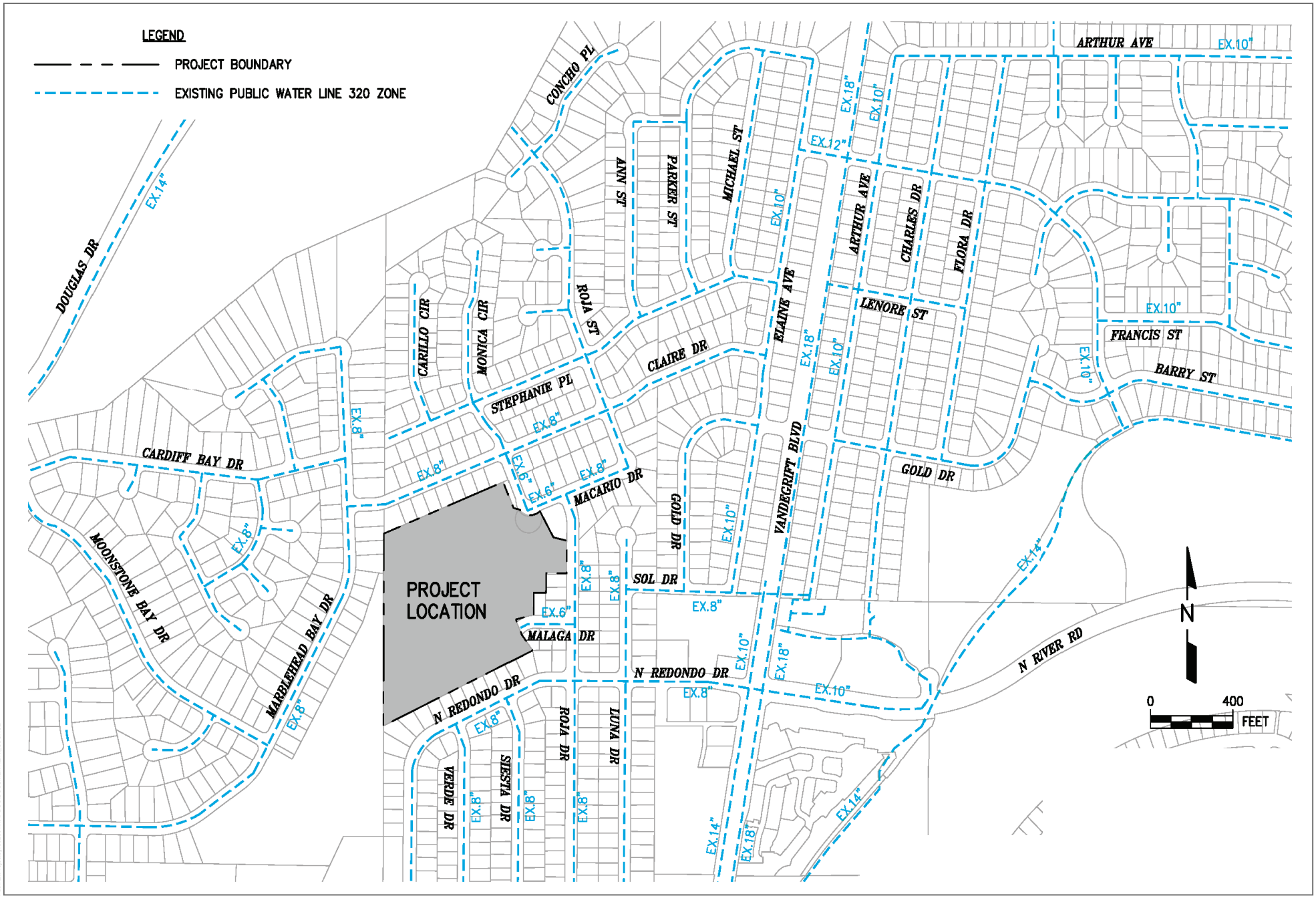

SOURCE: Dexter Wilson Engineering 2022

FIGURE 4.17-1

Existing Water Facilities

Pacifica Project EIR

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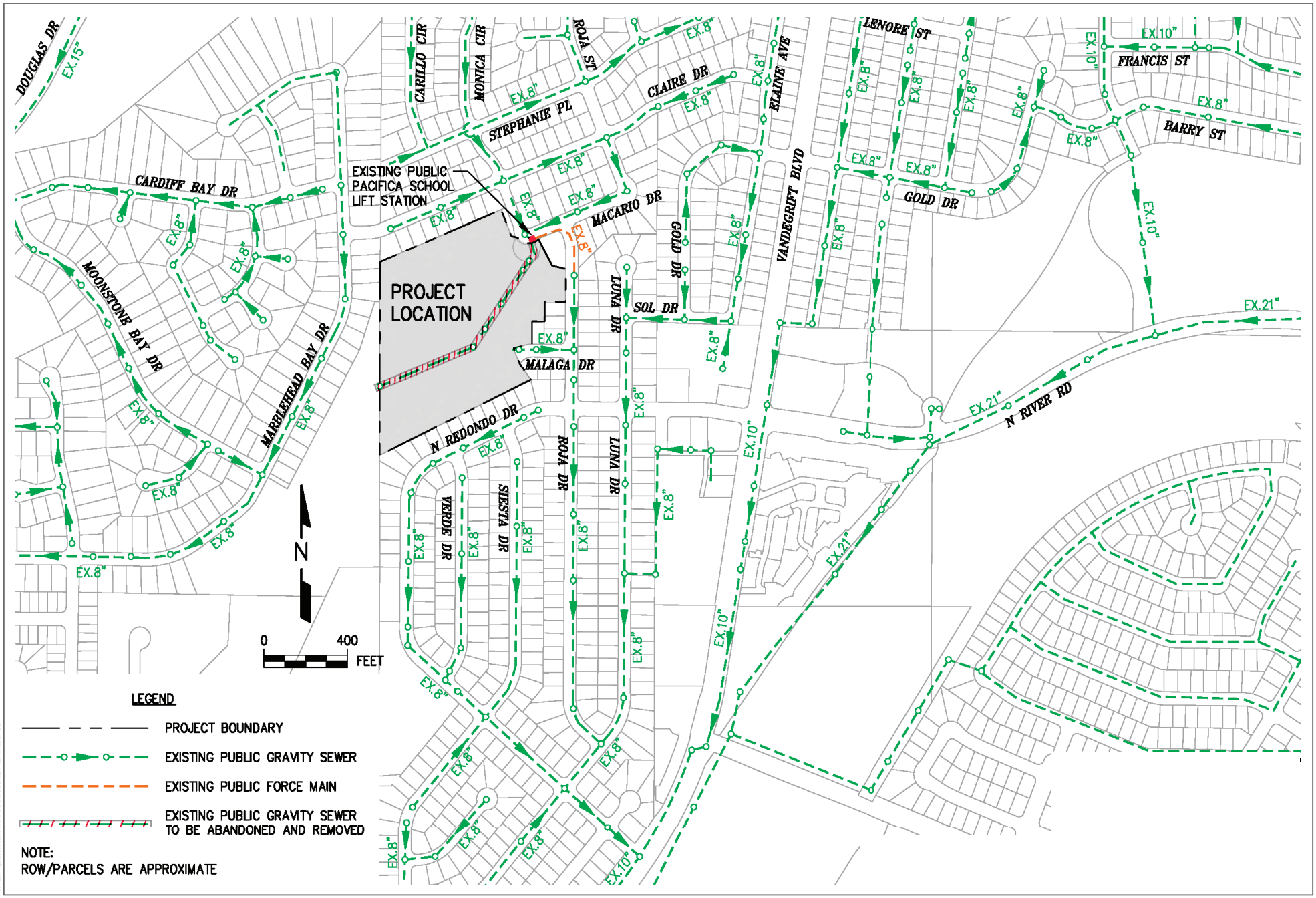

SOURCE: Dexter Wilson Engineering 2022

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FIGURE 4.17-2

Existing Sewer Facilities

Pacifica Project EIR

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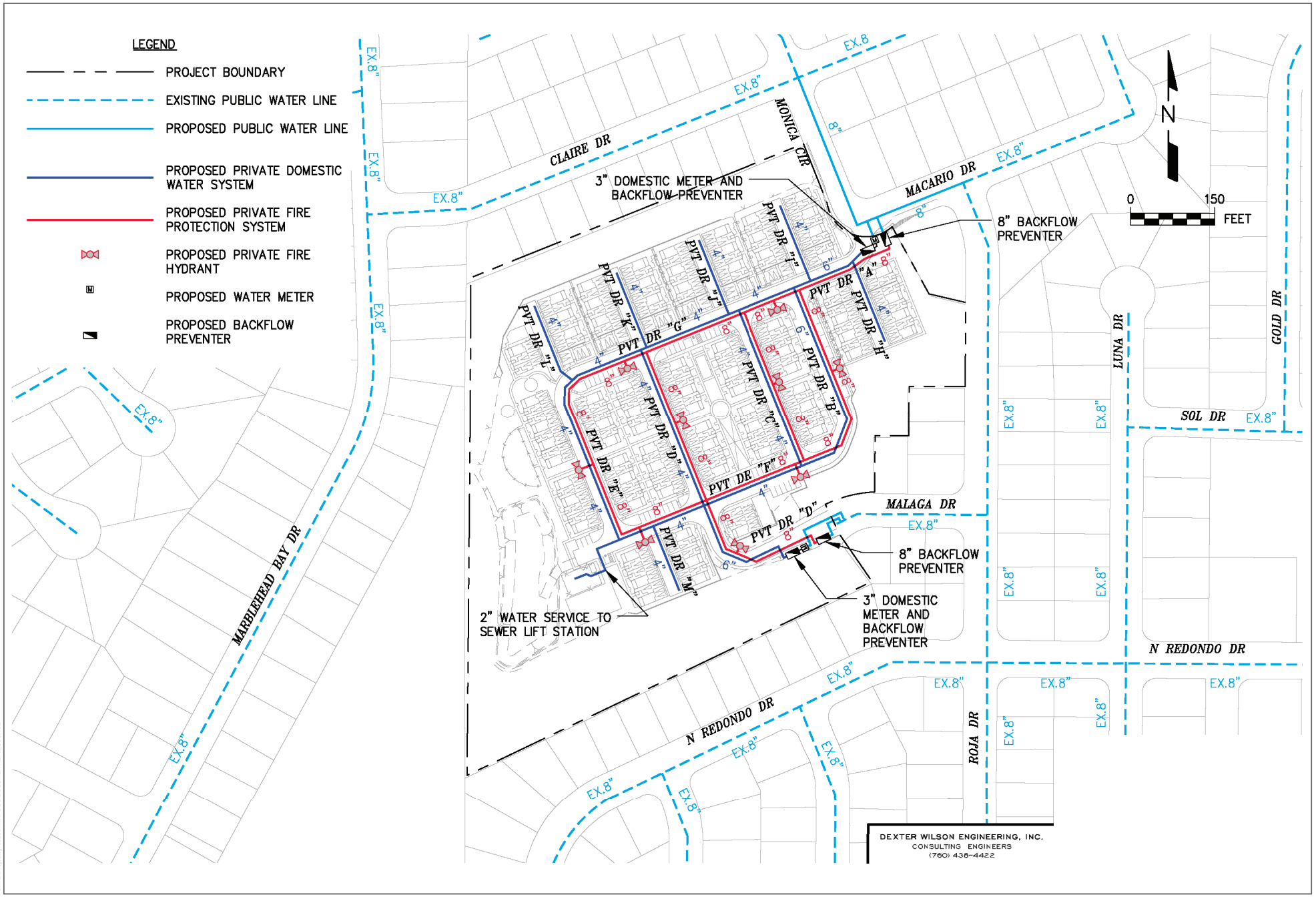

SOURCE: Dexter Wilson Engineering 2023

FIGURE 4.17-3

Existing and Proposed Water Facilities

Pacifica Project EIR

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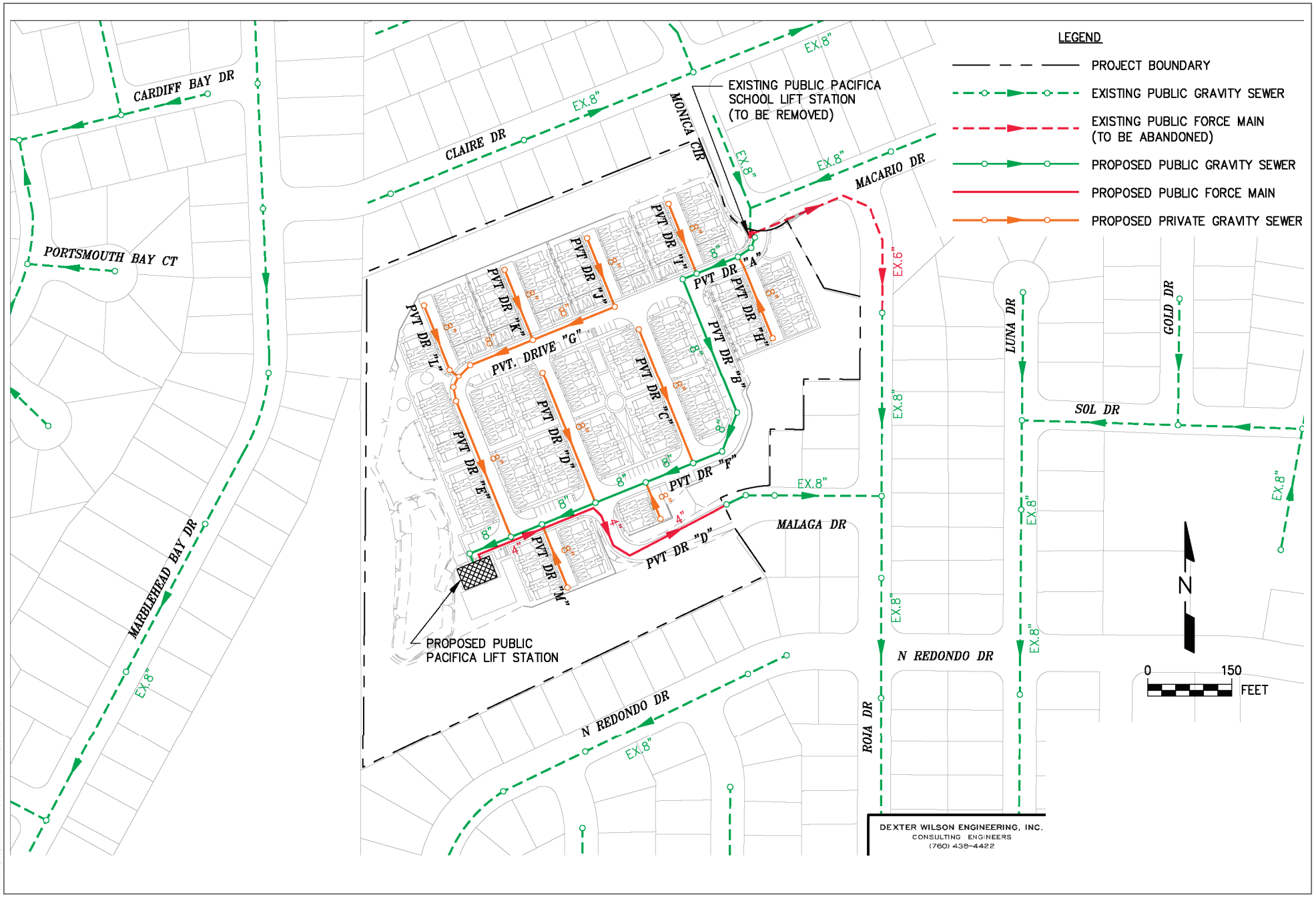

SOURCE: Dexter Wilson Engineering 2023

FIGURE 4.17-4

Existing and Proposed Sewer Facilities

Pacifica Project EIR

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4.18 Wildfire

This section describes the existing conditions, identifies associated regulatory framework, evaluates potential impacts related to wildfire and establishes mitigation measures related to the implementation of the Pacifica Project (project or proposed project). Fire protection services for the project have been addressed in Section 4.13, Public Services. Information in this section was derived from the Fire Response Modeling prepared by Dudek in March 2023 (Appendix O1) and the Evacuation Memorandum prepared by City of Oceanside Deputy Fire Chief in June 2023 (Appendix O2).

4.18.1 Existing Conditions

Wildfire is a continuous threat in Southern California and is particularly concerning in the wildland-urban interface, the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. During the summer season, dry vegetation, prolonged periods of drought, and Santa Ana wind conditions can combine to increase the risk of wildfires in San Diego County (County).

Fire History

The project area, like all of the County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history is an important component of wildfire analysis. Wildfire history information can provide an understanding of fire frequency, fire type, most vulnerable project areas, and significant ignition sources, amongst others. The California Department of Forestry and Fire Protection (CAL FIRE) maintains the Fire and Resource Assessment Program database, which was used to evaluate the project site's fire history to determine whether large fires have occurred in the project area, and thus the likelihood of future fires. Per the recorded fire history database, the project site has not been subject to wildfire (CAL FIRE 2022). Fires recorded within 10 miles of the project site range from 167 acres (River fire in 2014) to 15,186 acres (Pulgas-Basoline Complex fire in 2014).

Fire Hazard Mapping

CAL FIRE's Fire and Resource Assessment Program database also includes map data documenting areas of significant fire hazards in the state. These maps categorize geographic areas of the state into different Fire Hazard Severity Zones (FHSZs), ranging from moderate to very high. CAL FIRE uses FHSZs to classify anticipated fire-related hazards for the entire state, and includes classifications for State Responsibility Areas, Local Responsibility Areas, and Federal Responsibility Areas. Fire hazard severity classifications take into account vegetation, topography, weather, crown fire production, and ember production and movement. The project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located approximately 2.9 miles west of the project site (CAL FIRE 2022).

Vegetation Communities and Land Covers

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (leaf size, branching patterns), and overall fuel loading.

A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes affect plant community succession. Succession of plant communities, most notably the gradual

conversion of shrublands to grasslands with high frequency fires and grasslands to shrublands with fire exclusion, is highly dependent on the fire regime. Further, biomass and associated fuel loading will increase over time if disturbance or fuel reduction effects are not diligently implemented.

The vegetation types and land covers in the project area were identified during field assessments conducted for the project site. As detailed in Section 4.3, Biological Resources, the project site and perimeter slopes are predominantly composed of non-native, invasive plant species. In total, two vegetation communities/land covers were mapped within the project site: disturbed habitat and urban/developed. The project site is surrounded by existing single-family residential uses and some open space associated with Libby Lake Park to the southwest.

Topography/Terrain

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up-slope and slower spread down-slope. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape, can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The project site is relatively flat, but the topography slightly rises at the edges of the site as it is bounded by approximately 20- to 30-foot slopes up to existing single-family homes on the north, south, east, and northwest sides of the site.

Climate, Weather, and Wind

In the City of Oceanside, the summers are warm, arid, and clear and the winters are long, cool, and partly cloudy. During summer months (early July through October), the average daily high temperature is above 74°F, and during the cooler, winter months (November through April), the average daily high temperature is below 67°F. The temperature varies throughout the year but is rarely below 38°F or above 83°F. Like much of Southern California, the City experiences seasonal variation in monthly rainfall throughout the year, with the wetter months lasting from November through April.

The project site, like much of Southern California, is influenced by prevailing wind patterns. Prevailing winds are winds that blow from a single direction over a specific area of the Earth. The predominant average hourly wind speed and direction in the City varies throughout the year. The prevailing wind pattern is from the west (onshore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west–southwest (sea), and at night winds are from the northeast (land). During the summer season, the diurnal winds may average slightly higher than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The project site does not include topography or slope variations that would create unusual weather conditions, such as high wind velocities, which would lead to increased fire risk. However, the site is subject to seasonally strong winds, such as Santa Ana winds, which can result in periodic extreme fire weather conditions that occur throughout the City.

4.18.2 Regulatory Setting

Federal

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or "codes" unless adopted or referenced as such by the California Fire Code (CFC) or local fire agency.

International Fire Code

Created by the International Code Council, the International Fire Code (IFC) addresses a wide array of conditions hazardous to life and property, including fire, explosions, and hazardous materials handling or usage.[1] The IFC places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the IFC uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (these measures often include construction standards and specialized equipment). The IFC uses a permit system (based on hazard classification) to ensure that required measures are instituted where applicable (International Code Council 2021). The IFC provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the California Fire Code or the local fire agency.

International Wildland–Urban Interface Code

The International Wildland–Urban Interface Code is published by the International Code Council and is a model code addressing wildfire issues. The International Wildland–Urban Interface Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the California Fire Code or the local fire agency.

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

[1] The International Fire Code is not a federal regulation, but rather a system of international requirements set by the International Code Council.

State

California Government Code

California Government Code Sections 51175 through 51189 provide guidance for classifying lands in California as fire hazard areas and provide requirements for management of property within those lands. CAL FIRE is responsible for classifying FHSZs based on statewide criteria and makes the information available for public review. Further, local agencies must designate, by ordinance, VHFHSZs within their jurisdiction based on the recommendations of CAL FIRE.

Section 51182 sets forth requirements for maintaining property within fire hazard areas, such as defensible space, vegetative fuels management, and building materials and standards. Among other requirements, defensible space consisting of 100 feet of fuel modification must be maintained on each side of a structure, but not beyond the property line unless findings conclude that the clearing is necessary to significantly reduce the risk of structure ignition in the event of a wildfire. Clearance on adjacent property shall only be conducted following written consent by the adjacent owner. Further, trees must be trimmed from within 10 feet of the outlet of a chimney or stovepipe; vegetation near buildings must be maintained; and roofs of structures must be cleared of vegetative materials. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

California Fire Code

The CFC is Chapter 9 of Title 24 of the California Code of Regulations. It was created by the California Building Standards Commission and is based on the IFC created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazards classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years. Chapter 11, Article II (Fire Prevention) of the City's Municipal Code provides the City's adopted amendments to the 2019 CFC.

California Department of Forestry and Fire Protection

CAL FIRE is tasked with reducing wildfire-related impacts and enhancing California's resources. CAL FIRE responds to all types of emergencies including wildland fires and residential/commercial structure fires. In addition, CAL FIRE is responsible for the protection of approximately 31 million acres of private land within the state and, at the local level, is responsible for inspecting defensible space around private residences. CAL FIRE is responsible for enforcing State of California fire safety codes included in the California Code of Regulations and the California Public Resources Code.

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services; and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient; buildings and infrastructure that are more fire resistant; and a society that is more aware of and

responsive to the benefits and threats of wildland fire; all are achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018). Plan goals include the following:

1. Identify and evaluate wildland fire hazards and recognize life, property and natural resource assets at risk, including watershed, habitat, social and other values of functioning ecosystems.
2. Facilitate the collaborative development and sharing of all analyses and data collection across all ownerships for consistency in type and kind.
3. Promote and support local land use planning processes as they relate to: (a) protection of life, property, and natural resources from risks associated with wildland fire, and (b) individual landowner objectives and responsibilities.
4. Support and participate in the collaborative development and implementation of local, county and regional plans that address fire protection and landowner objectives.
5. Increase fire prevention awareness, knowledge and actions implemented by individuals and communities to reduce human loss, property damage and impacts to natural resources from wildland fires.
6. Integrate fire and fuels management practices with landowner/land manager priorities across jurisdictions.
7. Determine the level of resources necessary to effectively identify, plan and implement fire prevention using adaptive management strategies.
8. Determine the level of fire suppression resources necessary to protect the values and assets at risk identified during planning processes.
9. Implement post-fire assessments and programs for the protection of life, property, and natural resource recovery.

California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's roles and responsibilities during human-caused or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or resources of the state. This act is intended to protect health and safety by preserving the lives and property of the people of the state.

California Natural Disaster Assistance Act

The California Natural Disaster Assistance Act provides financial aid to local agencies to assist in the permanent restoration of public real property, other than facilities used solely for recreational purposes, when such real property has been damaged or destroyed by a natural disaster. The California Natural Disaster Assistance Act is activated after a local declaration of emergency and the California Emergency Management Agency gives concurrence with the local declaration, or after the governor issues a proclamation of a state emergency. Once the act is activated, the local government is eligible for certain types of assistance, depending on the specific declaration or proclamation issued.

California Disaster and Civil Defense Master Mutual Aid Agreement

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever local resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed. The Oceanside Fire Department (OFD)

participates in these mutual aid, automatic aid and other agreements with CAL FIRE and surrounding fire departments. In some instances, the closest available resource may come from another fire department. San Diego County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties.

Local

San Diego County Emergency Plan

The San Diego County Emergency Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

City of Oceanside General Plan

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long-range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps of indicating areas that have increased susceptibility to these hazards and relocation routes during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project.

4.18.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to wildfire are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to wildfire would occur if:

1. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:
    a. Substantially impair an adopted emergency response plan or emergency evacuation plan.
    b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
    c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
    d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

4.18.4 Impacts Analysis

Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is not located within or adjacent to a VHFHSZ (CAL FIRE 2022). There is a Federal Responsibility Area located approximately 1 mile north of the site associated with Marine Corps Base Camp Pendleton, and the nearest VHFHSZ is within the same Local Responsibility Area located approximately 2.9 miles west of the proposed project site (CAL FIRE 2022). As discussed in Section 4.8, Hazards and Hazardous Materials, the project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access.

The project would provide two access points. The main entrance would be located at the intersection of Monica Circle and Macario Drive, and the second access would be an emergency access located at the terminus of Malaga Drive. As determined in Appendix O1, in the event of an emergency, OFD's Station 5 would have a travel time of approximately 1 minute and 52 seconds throughout 100% of the development, which would fully conform to OFD's 5-minute response time goal.

As explained in the memorandum prepared by the City of Oceanside Deputy Fire Chief (Appendix O2), in the event of a wildfire or other emergency resulting in evacuation the City will notify residents and visitors via a wide variety of sources, ranging from apps for cell tower alerting, to reverse 911 systems for landline phones. Subsequent to the Lilac Fire in 2017, all law and fire agencies in the County of San Diego switched evacuations to a new and more focused process. This process involves detailed maps carried by all emergency response agencies so that evacuation zones can be more precisely identified and communicated. Appendix O2 also concluded that the City of Oceanside is prepared to evacuate the appropriate areas of the City, including the proposed project, in the event of an emergency that necessitates such action. The proposed project would not impact evacuation decisions or the evacuation process (Appendix O2).

The project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of OFD, as detailed in Section 4.13, Public Services, and Chapter 4.15, Traffic and Circulation. Final site plans for the project would be subject to review by OFD, prior to project development. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, impacts are determined to be **less than significant**.

Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site is relatively flat, but the topography slightly rises at the edges of the site as it is bounded by approximately 20- to 30-foot slopes up to existing single-family homes on the north, south, east, and northwest sides of the site. The project site is in an urban and developed area of the City and is not located within or adjacent to an FHSZ. The project site is surrounded by existing development, with the exception of the open space area to the southwest associated with Libby Lake Park. There are no adjacent wildlands to the project site, or other factors, that would exacerbate fire risks. The preliminary site plans and emergency access for the project have been reviewed by OFD and would be in compliance with the applicable fire code. It has been determined that the project would not exacerbate wildfire risks, exposing occupants to pollutants, and therefore, impacts would be **less than significant**.

Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project would require the installation of water supply infrastructure and other underground utilities typical of a new residential development. The project would not require installation of new roads, emergency water sources, power lines, or any overhead utility lines. Due to the project location surrounded by existing development and roads, fuel breaks are not required. Project development and associated on- and off-site infrastructure would not exacerbate fire risks. As described previously, the project is not located within or adjacent to an FHSZ. Additionally, these improvements would be constructed within an existing right-of-way or within the project site boundary. The project would not require the installation or maintenance of such infrastructure that would exacerbate fire risk, and therefore, impacts are determined to be **less than significant**.

Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As previously discussed, the project is not located in a FHSZ and risk of wildfire is considered low. Due to the project site location and topography, the project would not be subject to downhill flooding or landslides resulting from a fire in the project area. The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts are determined to be **less than significant**.

4.18.5 Cumulative Analysis

The project site is not located within or adjacent to a VHFHSZ (CAL FIRE 2022). There is a Federal Responsibility Area located approximately 1 mile north of the site associated with Marine Corps Base Camp Pendleton and the nearest VHFHSZ is within the same Local Responsibility Area located approximately 2.9 miles west of the proposed project site (CAL FIRE 2022). As discussed in Section 4.8, Hazards and Hazardous Materials, the project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access.

Final site plans for the proposed project and all cumulative projects would be subject to review and approval by OFD prior to project development. All cumulative projects would be required to assess wildfire risk at the development site and in the surrounding area and provide mitigation as necessary. As the proposed project would not result in significant impacts related to wildfire, cumulative impacts are determined to be **less than significant**.

4.18.6 Mitigation Measures

No significant impacts related to wildfire were identified; thus, no mitigation measures are required.

4.18.7 Level of Significance After Mitigation

As analyzed above, no significant impacts related to wildfire were identified; thus, no mitigation measures are required. Impacts related to wildfire as a result of project implementation would be **less than significant**.

5 Effects Found Not to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are considered less than significant and do not require mitigation. The reasons for the conclusion of less than significant are discussed below.

5.1 Agriculture and Forestry Resources

A significant impact related to agriculture and forestry resources would occur if the project would:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
d. Result in the loss of forest land or conversion of forest land to non-forest use.
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site does not include and is not adjacent to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2023). As such, the proposed project would have **no impact** to Farmland resources.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site consists of 14.55 acres of primarily vacant, but previously developed, land in the urbanized area of the City of Oceanside that is not used for agricultural purposes. According to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-up Land (DOC 2023). In addition, the City of Oceanside General Plan does not identify any active Williamson Act contracts (City of Oceanside 2002). Therefore, the project would result in **no impact**.

b) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project site does not contain any timber or forest resources and does not meet the criteria for forest land or timberland. The project site is surrounded by residential, open space, and commercial uses, in an area that has no timberland zoning. Additionally, the U.S. Department of Agriculture's Forest Service Forest Finder does not

identify any forest lands within the project site or surrounding areas (USDA 2023). Therefore, the proposed project would not conflict with existing zoning for forest land or timberland, and **no impact** would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Please refer to response to Threshold (c) above. There are no designated forest lands within the project vicinity, and therefore **no impact** would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Please refer to responses to Thresholds (a) through (d) above. As no agricultural farmland or forest land resources are located on or in the vicinity of the project site, and the proposed project would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, the proposed project would have **no impact** related to the conversion of agricultural or forest land.

5.2 Mineral Resources

A significant impact related to mineral resources would occur if the project would:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

As mandated by the Surface Mining and Reclamation Act of 1975, the California State Mining and Geology Board classifies the state's mineral resources with the Mineral Resource Zone (MRZ) system. This system includes identification of presence/absence conditions for meaningful sand and gravel deposits. The project site is located within MRZ-3, which is designated as areas containing mineral deposits, the significance of which cannot be evaluated from available data.

According to the City of Oceanside General Plan Land Use Element, the project site is not within a designated mineral resource area (City of Oceanside 2002) and therefore would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, the proposed project would have **no impact** on mineral resources.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Please refer to the response to Threshold (a) above. The project site is not within a designated mineral resource area (City of Oceanside 2002) and would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan. Therefore, **no impact** would occur.

6 Other CEQA Considerations

This chapter includes the following other considerations that are required in an environmental impact report (EIR):

- Growth inducement (Section 6.1)
- Significant irreversible environmental effects (Section 6.2)
- Significant unavoidable environmental impacts (Section 6.3)

6.1 Growth Inducement

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth-inducing nature of the proposed Pacifica Project (project or proposed project) be discussed. This CEQA Guideline states the growth-inducing analysis is intended to address the potential for a project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Further, the CEQA Appendix G Checklist (Population and Housing) also mandates that a CEQA document speak to a proposed project's likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. This section contains a discussion of the growth-inducing factors related to the proposed project as defined under CEQA Guidelines Section 15126.2(e). A project is defined as growth inducing when it directly or indirectly does any of the following:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively

Pursuant to CEQA Guidelines Section 15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed in Section 4.12, Population and Housing, the proposed project would directly facilitate growth through development of 164 residential units, which would introduce new residents or relocate residents within the area. The project's service population is based on the City of Oceanside (City) Housing Element, which estimates an average household size of 2.86 persons per dwelling unit (City of Oceanside 2021). The project's service population, defined as the number of residents, is approximately 469 people. Construction of the proposed project would generate an economic stimulus from activities such as the use of building materials, employment of

construction workers, and the introduction of new or relocated consumer demand in the area. The proposed project would not introduce a population beyond what is planned for the City and the region.

The most recent Regional Housing Needs Assessment from the San Diego Association of Governments (SANDAG) stated that the City needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low income units, 718 low-income units, 883 moderate income units, and 2,574 above-moderate income units (SANDAG 2020). The project is expected to bring 164 units to market in 2024/2026, all of which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021–April 2029). Therefore, the project would not conflict with SANDAG's regional growth forecast for the City. Although the project would directly lead to additional growth within the City, and the increase in population growth at the project site was not accounted for in the City's Housing Element or General Plan, the increase in units would be within SANDAG's growth projection and would not conflict with the regional growth forecast for the City.

The project would not lead to indirect growth, as the project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. The project does not remove obstacles to growth by extending infrastructure to new areas, nor would it result in significant adverse environmental impacts beyond those analyzed in this EIR due to the expansion of infrastructure such as water supply facilities, wastewater treatment plants, roads, or freeways. The project would include utility improvements; however, these upgrades would only be to the proposed project connection points and would only be upgraded to serve the project. Refer to Section 4.12 of this EIR for a full discussion of potential growth-inducing impacts.

6.2 Significant Irreversible Effects

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any significant irreversible environmental changes associated with a proposed project. That section describes irreversible effects as:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

Per Section 15127, irreversible changes are only required to be addressed in EIRs when connected with the adoption or amendment of a local plan, policy, or ordinance; adoption by a local agency formation commission of a resolution making determinations; or when the project is subject to National Environmental Policy Act and requires an environmental impact statement. This project does not involve any of those activities, and as such this analysis is not required and is appropriately not provided herein.

6.3 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 5, Effects Found Not To Be Significant, analyzes and discusses the CEQA topic areas where the project will not have

a significant impact. Chapter 4, Environmental Analysis, of this EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, implementation of the proposed project would result in potentially significant impacts to air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources before mitigation. These impacts would be reduced to below a level of significance through mitigation. Implementation of the proposed project would not result in any significant and unavoidable impacts.

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7 Alternatives

7.1 Scope and Purpose

Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines states that the environmental impact report (EIR) shall "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The comparative merits of the alternatives evaluated, including the No Project Alternative, shall also be discussed.

The range of alternatives evaluated in an EIR is governed by the "rule of reason," which requires the EIR set forth alternatives adequate to permit a reasoned choice by decision makers and limited to alternatives that "would avoid or substantially lessen any of the significant effects of the project." An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (14 CCR 15126.6[a]).

Other than the No Project Alternative, the EIR needs to examine only those alternatives that could feasibly obtain most of the basic objectives of the proposed project even if the alternative would impede to some degree the attainment of project objectives.

Factors that may influence feasibility of an alternative also include "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (14 CCR 15126.6[f][1]). The ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, the Oceanside City Council (see California Public Resources Code, Section 21081[a][3]).

This section presents several alternatives to the proposed project, which were considered pursuant to CEQA and evaluated for their ability to meet the basic objectives of the project, while reducing or avoiding the environmental impacts of the project identified in Chapter 4, Environmental Analysis, of the EIR. Those alternatives include No Project Alternative (Section 7.4.1) and Reduced Footprint Alternative (Section 7.4.2). Other alternatives were considered but rejected, as summarized in Section 7.3.

7.2 Criteria for Selection and Analysis of Alternatives

The Pacifica Project (project or proposed project) would not result in any significant and unavoidable impacts. The proposed project would result in potentially significant impacts that would be reduced to a level below significant with implementation of mitigation, related to the following: air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources (TCRs). The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, energy, greenhouse gases (GHGs), hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, utilities and service systems, and wildfire.

For each of the alternatives identified, this EIR conducts the following assessment:

- Describe the alternative
- Determine if the alternative would meet most of the basic project objectives

- Assess potential feasibility of the alternative
- Determine if the alternative would potentially eliminate or reduce a potentially significant impact of the project

If the alternative meets the above criteria and provides a meaningful CEQA analysis, then the EIR analysis will address the potential impacts of the alternative relative to those potentially significant impacts of the project. An environmentally superior alternative will then be identified based on the alternative's ability to reduce environmental impacts.

Based on the identified potentially significant environmental impacts above, the objectives established for the project (refer to Section 7.2.1, Project Objectives, below), consideration of local plans and zoning designations, and consideration of public input, this EIR evaluates two alternatives to the proposed project:

1. No Project Alternative
2. Reduced Footprint Alternative

7.2.1 Project Objectives

The following objectives of the proposed project are described as follows:

1. Support the housing needs of the City of Oceanside (City) by developing high-quality, workforce housing that balances density with price points and long-term maintenance costs, such that new homes remain financially attainable to entry-level home buyers
2. Maximize residential densities, to the extent feasible, within proximity to transit, education facilities, commercial uses, and trails to reduce reliance on automobiles and potentially minimize GHG emissions
3. Show sensitivity to adjacent properties, open space, and community amenity areas with appropriate setbacks and orientation of buildings and facades
4. Design the community using compatible architectural styles to the existing neighborhood with a scale and treatment that improve the visual image of the surrounding area
5. Create a highly connected and efficient system of sidewalks and pathways layered with a vehicular circulation system that adequately accommodates traffic and connects to the existing neighborhood
6. Provide well-designed common open space areas that are connected throughout the project site while utilizing current water and energy conservation practices
7. Preserve natural land resources by redeveloping underutilized parcels and promoting infill development to reduce urban sprawl

7.2.2 Feasibility

CEQA Guidelines Section 15126.6(f)(1) identifies the factors to be taken into account to determine the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. Not one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

It has been recognized that, for purposes of CEQA, "feasibility" encompasses "desirability" to the extent that the latter is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 1001). This balancing is harmonized with CEQA's fundamental recognition that policy considerations may render alternatives impractical or undesirable (California Public Resources Code, Section 21081; 14 CCR 15126.6[c], 15364).

7.2.3 Evaluation of Significant Impacts

According to CEQA Guidelines Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could eliminate or reduce any of the significant environmental impacts of the proposed project. The significant effects of the project impacts are considered to be those that are identified to be potentially significant prior to the incorporation or implementation of any mitigation measures.

7.2.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the Lead Agency but rejected and briefly explain the reasons why the Lead Agency made such a determination. Among the factors that may be used in an EIR to eliminate alternatives from detailed consideration are (1) failure to meet most of the basic project objectives, (2) infeasibility, and/or (3) inability to avoid significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternatives to the proposed project were considered and analyzed compared to the proposed project.

7.3 Alternatives Considered but Rejected

This EIR considered two additional alternatives that are not carried forward for detailed analysis. These alternatives are described below.

7.3.1 Alternate Location

In accordance with CEQA Guidelines Section 15126.6(f)(2), an EIR may consider an alternative location for the proposed project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the project to another site. As the project impacts are all site specific, an alternative location was considered. The intent would be to locate an alternative site within an urban area of the City that would avoid or substantially lessen one or more of the following impacts: air quality, biological resources, cultural resources, geology and soils, transportation, and TCRs. This alternative is assumed to include the same components as the project and would require a site similar to the project's 14.55-acre site.

There may be sites within the City of an approximately equivalent size to the project site that could be redeveloped with a multifamily development project; however, the project applicant does not own another site within the City of comparable land area that is available for development of the project. One of the factors for feasibility of an

alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." It is unlikely and speculative to assume the feasibility of assembling another site similar to the proposed project that meets most of the project objectives and avoids or substantially lessens the project's potential significant impacts. The Alternate Location Alternative was considered but rejected due to infeasibility.

7.3.2 Acquisition and Conservation

Under the Acquisition and Conservation Alternative, the project site would be purchased by the City or conservation group and preserved as open space. If this alternative were to become a reality, a potential purchaser would need to acquire the site, prepare a plan for establishing quality habitat, and have funding for long-term maintenance and monitoring. Open space on the project site would reduce all impacts when compared to the proposed project. This alternative would reduce impacts to air quality, biological resources, cultural resources, geology and soils, transportation, and TCRs.

It should be noted that the City does not have any intention of purchasing the project site, and there are no available funding sources to do so. Similarly, no conservation groups have expressed interest in purchasing the site and restoring it into open space. The site does not contain high-quality biological habitat, and no special-status species occur on the site. As discussed in Section 4.3, Biological Resources, of this EIR, there are no potentially significant impacts to special-status species, and the only mitigation required is in regard to the protection of nesting birds.

Due to the fact that there has been no interest by the City, or any conservation group, to purchase the site and restore it to open space, the feasibility of this alternative is unreasonable. The site is surrounded by single-family residential, with the exception of open space to the southwest associated with Libby Lake Park, and there is no quality habitat to restore or protect on site. For these reasons, this alternative was considered but rejected.

7.3.3 Existing General Plan and Zoning

Under the Existing General Plan and Zoning Alternative, the project site would remain designated as Civic Institutional (CI) and zoned Public/Semipublic (PS). Based on the City's development code, the CI and PS designations would allow for greater development intensity compared to the proposed project. Allowed land uses under this alternative could be a hospital (100 beds and 125 employees), a government office (250 employees), or a high school (1,000 students and 91 employees).

A hospital or a high school would result in an increase in vehicle trips, vehicle miles traveled (VMT), noise, and air pollutant and GHG emissions. Hospital uses have additional noise sources associated with sirens and increased air pollutant emissions associated with generators and backup generators. A hospital would also result in a higher water demand, increase in wastewater generated, and additional demand on energy and natural gas services. A high school would result in substantially more vehicle trips during the beginning and ending of school hours. Noise associated with a high school would also be increased due to bells, intercoms, and outdoor activities. A government office with 250 employees may not necessarily result in increased impacts, but impacts would not be reduced compared to the proposed project. An office use would have different operational noise impacts compared to a residential development, and there is often a noise conflict found at the interface between commercial developments and residential uses. There would also be more parking spaces required, which could increase the amount of needed nighttime safety lighting throughout the property.

The proposed project would overall be a less intensive use than development currently allowed under the existing CI and PS designations. For these reasons, this alternative was considered, but rejected from further analysis.

7.4 Alternatives under Consideration

7.4.1 No Project Alternative

7.4.1.1 Alternative Description

Under the No Project Alternative, the proposed project and associated improvements would not be implemented, and the project site would remain undeveloped. The City's Zoning Ordinance designates the project site PS – Public/Semipublic. Article 16 of the Zoning Ordinance states that the PS zone is intended to "allow consideration of a large public or semipublic use separately from regulations for an underlying base zoning that may or may not be appropriate in combination with the public or semipublic use." Although nothing would be developed under this alternative, it does not preclude future development on site, as uses allowed under the PS zone would still be allowed under the current land use designation for the site. For purposes of this analysis, no development would occur under this alternative.

7.4.1.2 Comparison of Significant Effects

Air Quality

As described in Section 4.2, Air Quality, based on results from the health risk assessment (HRA), the maximally exposed individual resident off site would be located at the single-family residences to the northeast of the project site. The results of the HRA demonstrate that the toxic air contaminant (TAC) exposure from construction diesel exhaust emissions would result in cancer risk above the 10 in 1 million threshold and a Chronic Hazard Index less than 1 for off-site receptors. TAC emissions from construction of the project would be potentially significant, and mitigation is required.

Under the No Project Alternative, air pollutant emissions associated with construction, including emissions associated with grading, site preparation, site finishing, and building finishing, would not occur. This alternative would therefore avoid significant but mitigable emissions related to TAC exposure from construction diesel exhaust emissions, because no construction air pollutant emissions would occur. Implementation of this alternative would not introduce any uses that would generate operational air pollutant emissions. Thus, compared to the proposed project, the No Project Alternative would reduce air quality impacts because no impacts to air quality would occur.

Biological Resources

As described in Section 4.3, Biological Resources, the California Fish and Game Code protects bird nests, and the Migratory Bird Treaty Act (MBTA) prohibits the intentional take of any migratory bird or any part, nest, or eggs of any such bird. If clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season, any impacts to active nests or the young of nesting bird species would be a potentially significant impact. Mitigation Measure (MM) BIO-1 would be required to reduce impacts associated with the proposed project.

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect impacts to nesting birds. This alternative would not require implementation

of MM-BIO-1, as proposed for the project. Therefore, as no development would occur under this alternative, compared to the proposed project, this alternative would result in reduced impacts to biological resources.

Cultural Resources

As described in Section 4.4, Cultural Resources, despite no significant archaeological resources being identified within the project site, or any indication that human remains may be present, in the event that archaeological resources (sites, features, or artifacts) or human remains are exposed during construction activities, impacts could be potentially significant, and mitigation measures (MM-CUL-1 and MM-CUL-2) would be required.

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect significant impacts to cultural resources. This alternative would not require implementation of MM-CUL-1 and MM-CUL-2, as proposed for the project. Therefore, as no development would occur under this alternative, compared to the proposed project, this alternative would result in reduced impacts to cultural resources.

Geology and Soils

As described in Section 4.6, Geology and Soils, development of the proposed project would require excavations for building foundations and utilities, and any excavations into the potentially fossil-bearing strata within the Santiago Formation and/or Pleistocene age deposits could result in potentially significant impacts to paleontological resources, and mitigation measures (MM-GEO-1 through MM-GE-6) would be required.

Under the No Project Alternative, the project site would remain in its current state. Existing topography and on-site soils would not be disturbed by any development. Although the project site would still be subject to potential seismic hazards such as seismic ground shaking, under this alternative, no structures would be present on site. Paleontological resources would be avoided under this alternative since no excavation or grading would be required. Therefore, when compared to the proposed project, the No Project Alternative would reduce impacts related to geology and soils because no impacts to geology and soils would occur.

Transportation

As described in Section 4.15, Transportation, based on the City's traffic thresholds and methodology, roadway improvements would not be required due to implementation of the proposed project, as the increase in project-related traffic delay would not exceed the allowable threshold. The proposed project is anticipated to generate VMT per resident of 15.19 miles, which does not exceed the significance threshold of 16.07 miles. Impacts related to VMT would be less than significant. Nonetheless, two VMT reduction strategies have been included as mitigation in order to encourage alternative modes of transportation (MM-TRA-1 and MM-TRA-2).

The project site is currently vacant and does not generate any vehicle trips. No trips would be generated during construction or operation under the No Project Alternative because nothing would be built. Therefore, when compared to the proposed project, the No Project Alternative would reduce impacts related to traffic and circulation because no VMT impacts would occur.

Tribal Cultural Resources

As described in Section 4.16, Tribal Cultural Resources, there is low sensitivity of identifying intact subsurface cultural resource deposits during project implementation. While considered unlikely based on the South Coastal

Information Center (SCIC) records search and correspondence with the tribes, there remains the potential for the project to encounter previously unknown and unanticipated TCRs during construction of the proposed project. Therefore, as recommended in the Negative Cultural Resources Inventory Report (Appendix E), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, potential impacts could occur, and mitigation would be required.

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect significant impacts to cultural resources. This alternative would not require implementation of MM-CUL-1 and MM-CUL-2, or MM-TCR-1 through MM-TCR-8, as proposed for the project. Therefore, as no development would occur under this alternative, compared to the proposed project, this alternative would result in reduced impacts to cultural resources.

7.4.1.3 Relation to Project Objectives

Since the No Project Alternative would not provide any development, overall impacts would be reduced compared to the proposed project. However, certain benefits would not be realized under this alternative, including the provision of housing units within proximity to transit. Furthermore, as the No Project Alternative would not develop the site or allow for housing, this alternative would not fulfill any of the proposed project objectives.

7.4.2 Reduced Footprint Alternative

7.4.2.1 Alternative Description

A site plan has not been generated for the Reduced Footprint Alternative; however, it is assumed that the design would be reconfigured to reduce the overall square footage of the building footprint and increase the height of the buildings. Under the Reduced Footprint Alternative, the project would be developed with the same number of units (164 units), but instead of three-story buildings (38 feet tall), there would be four-story buildings (48 feet tall), thereby reducing the overall footprint of the project. The project site is set down relative to the surrounding single-family homes, and 20- to 30-foot slopes buffer the proposed development footprint from existing residences. However, surrounding land uses may be less amenable to increased building heights in the vicinity of existing single-family homes, and impacts to visual effects and neighborhood character may be increased in comparison to the proposed project.

The Reduced Footprint Alternative would increase the amount of open space and buffer area in relation to surrounding single-family residences and site access would remain the same as the proposed project. Overall, environmental impacts associated with the Reduced Footprint Alternative would remain relatively the same; however, the increase in open space and recreational area would provide additional conveniences to future residences and surrounding land uses.

The same discretionary actions as required for the project would also be required for this alternative, including a General Plan Amendment, Rezone, Tentative Map, and Planned Development Plan.

7.4.2.2 Comparison of Significant Effects

Air Quality

As described in Section 4.2, based on results from the HRA, the maximally exposed individual resident off site would be located at the single-family residences to the northeast of the project site. The results of the HRA demonstrate that the TAC exposure from construction diesel exhaust emissions would result in cancer risk above the 10 in 1 million threshold and a Chronic Hazard Index less than 1 for off-site receptors. TAC emissions from construction of the project would be potentially significant, and mitigation is required.

The Reduced Footprint Alternative would be located within the same site as the proposed project, and the disturbance area would be slightly reduced as a result of the increased building height. Air pollutant emissions associated with construction of the alternative, including emissions associated with grading, site preparation, building, and architectural finishing, would occur, which would be similar in comparison to the proposed project. The mitigation measure (MM-AQ-1) proposed for the project to address potentially significant impacts related to emissions of TACs during construction is still anticipated under this alternative.

Under the Reduced Footprint Alternative, mobile source operational emissions from light vehicle trips would be the same as the proposed project because the same number of units would be constructed and the same number of trips would be generated. Therefore, similar stationary source operational air pollutant emissions would occur compared to the proposed project. As such, this alternative would likely result in similar impacts to air quality compared to the proposed project.

Biological Resources

As described in Section 4.3, the California Fish and Game Code protects bird nests, and the MBTA prohibits the intentional take of any migratory bird or any part, nest, or eggs of any such bird. If clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season, any impacts to active nests or the young of nesting bird species would be a potentially significant impact. MM-BIO-1 would be required to reduce impacts associated with the proposed project.

The Reduced Footprint Alternative would result in a reduced ground disturbance on the project site. Because reduced ground disturbance would occur under this alternative, there would be less potential to impact existing biological resources on site. However, there are no significant biological resources on site, and impacts to potential nesting birds would still occur. MM-BIO-1 would still be required. With implementation of the mitigation measure, this alternative would result in similar impacts to biological resources compared to the project.

Cultural Resources

As described in Section 4.4, despite no significant archaeological resources being identified within the project site or any indication that human remains may be present, in the event that archaeological resources (sites, features, or artifacts) or human remains are exposed during construction activities, impacts could be potentially significant, and mitigation measures (MM-CUL-1 and MM-CUL-2) would be required.

Implementation of this alternative would occur on the same project site and would have the same potential for discovery of cultural resources during grading and excavation activities. Although the footprint would be slightly reduced, there may be a minimal reduction in potential impacts; however, impacts would be substantially the same

as the proposed project and would be reduced to less than significant upon implementation of mitigation measures MM-CUL-1 and MM-CUL-2. With implementation of mitigation measures, this alternative would result in similar impacts to cultural resources compared to the project.

Geology and Soils

As described in Section 4.6, development of the proposed project would require excavations for building foundations and utilities, and any excavations into the potentially fossil-bearing strata within the Santiago Formation and/or Pleistocene age deposits could result in potentially significant impacts to paleontological resources, and mitigation measures (MM-GEO-1 through MM-GE-6) would be required.

The Reduced Footprint Alternative would be located within the same site as the proposed project; however, the area of excavation would be slightly reduced because of the reduced building footprint. Nonetheless, ground disturbance including grading would still occur under this alternative, and the potential for impacts to paleontological resources would still be considered potentially significant. This alternative is expected to require implementation of mitigation measures similar to MM-GEO-1 through MM-GEO-6 under the proposed project, in order to reduce potentially significant impacts to paleontological resources. Therefore, this alternative would result in similar impacts compared to the proposed project.

Transportation

As described in Section 4.15, based on the City's traffic thresholds and methodology, roadway improvements would not be required due to implementation of the proposed project, as the increase in project-related traffic delay would not exceed the allowable threshold. The proposed project is anticipated to generate VMT per resident of 15.19 miles, which does not exceed the significance threshold of 16.07 miles. VMT impacts are anticipated to be less than significant. Nonetheless, two VMT reduction strategies have been included as mitigation in order to encourage alternative modes of transportation (MM-TRA-1 and MM-TRA-2).

The project site is currently vacant and does not generate any vehicle trips. The same number of units as the proposed project would be constructed under the Reduced Footprint Alternative, and the same number of vehicle trips would be generated. Therefore, when compared to the proposed project, the impacts related to traffic and circulation, and specifically VMT, would be the same.

Tribal Cultural Resources

As described in Section 4.16, there is low sensitivity of identifying intact subsurface cultural resource deposits during project implementation. While considered unlikely based on the SCIC records search and correspondence with the tribes, there remains the potential for the project to encounter previously unknown and unanticipated TCRs during construction of the proposed project. Therefore, as recommended in the Negative Cultural Resources Inventory Report (Appendix E), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, potential impacts could occur, and mitigation would be required.

Implementation of this alternative would occur on the same project site and would have the same potential for discovery of TCRs during grading and excavation activities. Although the footprint would be slightly reduced, there may be a minimal reduction in potential impacts; however, impacts would be substantially the same as the proposed project and would be reduced to less than significant upon implementation of mitigation measures MM-

CUL-1 and MM-CUL-2, and MM-TCR-1 through MM-TCR-8. With implementation of mitigation measures, this alternative would result in similar impacts to TCRs compared to the project.

7.4.2.3 Relation to Project Objectives

The Reduced Footprint Alternative would meet all proposed project objectives with the exception of meeting Objective 4 (design the community using compatible architectural styles to the existing neighborhood with a scale and treatment that improve on the visual image of the surrounding area). The development of four-story buildings compared to three-story buildings would increase the severity of aesthetic and visual impacts to the surrounding community. Instead of the buildings being 38 feet in height, they would be 48 feet in height. This increase in height would not create a community with a scale that would improve the visual image of the surrounding area.

Lastly, although the Reduced Footprint Alternative would meet most of the project objectives and potentially reduce the severity of impacts related to air quality, cultural resources, and TCRs in comparison to the proposed project due to the reduced development footprint, such impacts to air quality, biological resources, cultural resources, geology and soils, and TCRs under this alternative would remain as less than significant with mitigation incorporated, similar to the proposed project. Impacts associated with traffic and VMT would remain the same as the proposed project because the same number of units would be constructed.

7.5 Environmentally Superior Alternative

Table 7-1 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. As shown in Table 7-1, the No Project Alternative would eliminate all of the significant impacts identified for the project. However, the No Project Alternative would not meet any of the project objectives. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Among the other alternatives, not including the proposed project, the Reduced Footprint Alternative would be considered the environmentally superior alternative because it would potentially provide a reduced level of impact in some environmental analysis areas, albeit minimal, including air quality, cultural resources, and TCRs. However, under this alternative, it is still assumed that impacts would occur and mitigation would be required. Specifically, impacts to air quality, biological resources, cultural resources, geology and soils, transportation, and TCRs would remain less than significant with mitigation incorporated, similar to the proposed project. However, impacts associated with visual effects and neighborhood character would be increased compared to the proposed project.

The Reduced Footprint Alternative would meet all proposed project objectives with the exception of meeting Objective 4.

Nevertheless, because this alternative would slightly reduce potentially significant impacts in comparison to the project, this alternative is considered the environmentally superior alternative.

Table 7-1. Comparative Summary of Alternatives under Consideration and Proposed Project

Environmental Topic	Proposed Project Impact	No Project Alternative Impact	Reduced Footprint Alternative Impact
Air Quality	LTSM	No Impact (Reduced)	LTS (Reduced)
Biological Resources	LTSM	No Impact (Reduced)	LTSM (Same)
Cultural Resources	LTSM	No Impact (Reduced)	LTSM (Same)
Geology and Soils	LTSM	No Impact (Reduced)	LTSM (Same)
Transportation	LTSM	No Impact (Reduced)	LTSM (Same)
Tribal Cultural Resources	LTSM	No Impact (Reduced)	LTSM (Same)

Notes: Impact Status: LTSM = less than significant with mitigation; LTS = less-than-significant.

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8 List of Preparers

Dudek

Alexandra Martini, Project Manager
Elena Nuno, Air Quality and GHG Specialist
Connor Burke, Acoustician
Mark Storm, Acoustician
Shana Carey, Biologist
Angela Pham, Archeologist
Michael Huff, Urban Forestry and Fire Protection
Sarah Siren, Paleontologist
Hailee McOmber, GIS Specialist

Geotek

Christopher D. Livesey, Associate Vice President
Gaby M. Bogdanoff, Project Engineer

Hunsaker & Associates

Alisa S. Vialpando, President

Chen Ryan & Associates

Jonathan Sanchez, PD, TE, PTOE

Dexter Wilson

Steven J. Henderson, Professional Engineer

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